

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York, Saturday, April 25, 1874.

### Overtrading and Healthy Growth.

Complaint is made by the merchants that trade is dull; sales have fallen short of former years; competition is keen, and profits smaller than usual; the Spring season is already half gone, and it is called a very poor trade. There have been no conspicuous failures so far; but it is hard work to keep going. There must be failure among our merchants, or else improvement in trade. Stores are "to let" by hundreds, and offices by thousands. Even Broadway, which is usually packed to repletion, has many vacant spaces to let. Dullness reigns, both in the haunts of trade and in the real estate markets. Rents are lower, and the returns from city landed property will be light, at the same time that taxes are high.

The case stands differently, however, with those whose trade is in the necessities of life, and the transporters of field-produce. We are told that the dealers in exportable produce were never so busy; and in like manner, the manufacturers of home staples, such as sheetings, flannels and coarse goods, boots and shoes, are doing a very fair business.

It has occurred to us that there is such a thing as overtrading. For the whole people, it would

seem, it is necessary that there should be a limit to their purchases of articles not strictly necessities. It is only by a reference to the detailed statements of the importations that we can realize what a vast quantity of trinkets, frippery, and useless stuff is purchased abroad; and for which we as a nation, must pay in the products of labor drawn from our mines or from our fields. The importations at this port alone amount to 350 millions per annum, declared value; and are probably to be paid for at the rate of five hundred millions, gold value, in cotton, breadstuffs, meats, or in precious metals. When we come to analyze the list of articles which we purchase we find a very large per centage of them to be either articles of luxury or indulgence, and in some cases noxious also. Champagne, brandy, silks, laces, jewelry, broadcloths, ornaments and knick-nacks, all of which, if we must use them, we ought to make for ourselves, or postpone until we had paid our debts, improved our homes and sheltered our domestic animals. It is a long standing anomaly that we should be sending our raw cotton to England and the food with it, to have it spun and woven into fabrics which are brought back to us, when we have the population the water-powers, the iron and coal in our own hills ready to be put to that service.

Of the five hundred millions of imported articles brought in, New York charges (and endeavors to collect) a thousand millions to the rest of the country; and this is thriving trade. Trade indeed may thrive at that rate; but whenever the goods are pushed upon the country faster than the earning power of the people can pay for them, then the country is the worse for the brisk trade. This is what has happened during the past ten years. The number of firms and persons engaged in splitting up and distributing these goods has multiplied; the ranks of manual labor have been largely drawn upon to assist in this wholesale and retail peddling of merchandize of various sorts. The country swarmed with drummers and agents with sample bags, urging the dealers to buy more. If cash sales could be made all right, but the goods must be shouldered upon somebody else, even if mere paper promises were taken as pay. The business was overdone. The country had

over-bought. We have now the reaction and it is a healthy one, besides being inevitable.

The railroads report full lines of produce moving to the usual centres of consumption, with but a very light return traffic in merchandise. The country banks are becoming creditors of the city banks, and the city banks creditors of the New York banks, or more exactly speaking their debts are less. The country is getting out of debt, to its own capitalists and also to Europe. To be effective this process should continue for some time longer. We should not liquidate one set of merchandize indebtedness by another. It is time we ceased mortgaging the best of our railroads and lands for the balance against us, which has been run up for extravagance, and over-consumption. If allowed to continue in this state we shall have a more steady and more healthy business. The over-crowded markets must return some of their numbers to productive industry. Our whole powers should be devoted to the accumulation of the actual wealth of the world, in the products of our soils, our mines, our forests, our waters; and not so large a portion of our energies given to chasing about the world in search of something to buy in order to sell again. It is inherently a bad state of things when the wares seek the customers; the rule should be the other way, the customers should hunt the wares—especially is this true of articles of luxury.

On the whole then we regard the cry of dull trade as not an unmixed evil. We shall all be the better for it one day. The currents and channels will be set to the altered state of things. Our country is young and blessed with an ingenious people, and unsurpassed natural facilities. It is a mistake to suppose that it can be made or unmade by a legislative enactment; or that this bill, or that veto, can ruin it. The United States can stand a good deal of ruining of that kind and still be a pretty good country to live in.

Olympia (Washington Territory) advices of the 7th instant announce that work on the Olympia and Tenino Railroad commenced that day in good earnest. Citizens turned out en masse, closing up every place of business, and devoting the day to hard work on the grade,

## How the Railroad War Ended.

THE BALTIMORE AND OHIO AND PENNSYLVANIA IN AMITY—HISTORY OF THE DIFFICULTY—TERMS OF THE ADJUSTMENT.

As was briefly indicated in the *Sun* of Wednesday, the war which has been waging between the Pennsylvania and Baltimore and Ohio Railroad Companies for four months past is now ended, the terms of adjustment, which have been amicably agreed upon, to go into effect on Monday next. The history of the causes which led to the very serious quarrel between these great companies, and the basis upon which it was finally settled, are interesting. Upon the opening of the Baltimore and Potomac road, in July last, the Pennsylvania Company, controlling the line between New York and Washington, via York, Pa., opened that route for through travel, ignoring the Philadelphia, Wilmington and Baltimore and Baltimore and Ohio roads. This line was much longer than that via Philadelphia, and it was understood was resorted to only with a view of obtaining favorable terms through the Union tunnel, (passing through Baltimore,) and effecting satisfactory arrangements with the Philadelphia, Wilmington and Baltimore Company for a connection at Bayview, on the eastern border of this city. Upon accomplishing these results the Pennsylvania Company abandoned the York route, and then began its efforts to divert to the new route via Bayview and Union and Potomac tunnels the entire passenger business between New York, Philadelphia and Washington. This scheme was temporarily interrupted by the freshet in August, which did great damage to the Baltimore and Potomac road, but did not injure materially the old and substantial road of the Baltimore and Ohio between this city and Washington.

In September, however, the Pennsylvania Company, controlling the New York end of the route, (the road through New Jersey,) by persistent efforts managed to get into their cars nearly all the passengers South bound, and carried them through by the Baltimore and Potomac line. From Washington, however, where the old established route was better known, passengers preferred the double track road of the Baltimore and Ohio Company, and the singular feature was presented of almost the entire South bound business going via the Baltimore and Potomac, and that North bound via the Baltimore and Ohio route, obliging the roads between Baltimore and New York to haul in reverse directions many passenger cars almost empty. This continued during the autumn, with numerous embarrassments to the passengers seeking the Baltimore and Ohio road, such as requiring them to change cars at points upon the route, sending baggage to the wrong depot in Washington; but still it seemed impossible, so long as the cars of the Baltimore and Ohio Company were permitted to run upon the New Jersey road, for the Pennsylvania Company to secure the absolute control of the coveted business between New York and Washington. In view of this the Pennsylvania Company adopted a summary plan, and inflicted a blow upon its rival which it was hoped would settle the difficulty. The Baltimore and Ohio Company was accordingly notified that from and after the following day the cars of that road would not be run upon the New Jersey roads, and a few days subsequently this notice was followed by the issue of a circular to railroad companies throughout the United States that the tickets of the Baltimore and Ohio Company would not be recognized nor baggage by that road checked over the line between New York and Philadelphia.

The war was then begun in earnest. The Baltimore and Ohio Company notified the Pennsylvania Company that unless these objectionable orders were withdrawn and arrangements substituted by which the Baltimore and Ohio Company could obtain a fair share of the travel, and the contract be respected which required six months' notice before through arrangements could be abrogated, retaliatory measures would be adopted. This threat not having the desired effect the Baltimore and Ohio Company, in December last, re-

duced the rates on western through travel about one half, the theory being that as this route did comparatively little through passenger business, and the Pennsylvania Company four times as much as the Baltimore and Ohio, as a war measure the result would be to cripple the former and attract to the route of the latter company a large number of passengers from the Pennsylvania route, who could be carried at a very small additional cost. The traveling public, always anxious for low rates of transportation, seemed to have taken sides with the Baltimore and Ohio Company. The officers of that company claim that the result exceeded their expectations—the through travel having doubled—and the really excellent facilities of fine cars and first class hotels were availed of by many passengers who otherwise would not have traveled over the line, and the road became all the better and more favorably known for through travel.

The effect upon the Pennsylvania Company can only be conjectured, but as that company very soon began to make efforts to settle the controversy, it would appear to have been serious. Shortly after the commencement of hostilities Vice President Pratt, of the Philadelphia, Wilmington and Baltimore Company, Mr. S. M. Felton, and other friends of both companies endeavored to bring about a settlement, and with that object had an interview with the officers of the Baltimore and Ohio Company. At this meeting it was proposed that a correct basis would be an equitable division of the passenger business, which could only be satisfactorily effected by arranging that trains between New York and Philadelphia and Washington, be run alternately over the Baltimore and Potomac and Baltimore and Ohio routes, thus preventing any confusion with travelers, and securing to each of the rival lines about an equal amount of business. This plan was promptly acceded to by the Baltimore and Ohio Company, but declined by President Thomson, of the Pennsylvania Company. Upon this failure the war went on with renewed vigor, and negotiations were suspended until the recent visit of Vice Presidents Scott and Roberts of the Pennsylvania, and Mr. Felton, to Baltimore for conference. It is understood that at this interview the Pennsylvania Company expressed a willingness to divide the business as suggested, with the proviso, which the Baltimore and Ohio Company would not entertain, namely, that a connection be made at the crossing of the Baltimore and Potomac and Baltimore and Ohio roads near the Relay House, (Washington Branch,) and that all New York and Philadelphia trains be run through the Baltimore and Potomac tunnel, to connect with the Philadelphia, Wilmington and Baltimore Railroad, with a fair compensation for use of track and tunnels between the Relay House and Bayview, thus making the Washington Branch of the Baltimore and Ohio road terminate for through business at the point named instead of at Baltimore. When this difficulty was encountered the officers of the Pennsylvania Company stated that it would be necessary to have a further consultation with President Thomson. Upon their return to Philadelphia we learn that an invitation was extended to the officers of the Baltimore and Ohio Company to meet them in Philadelphia in what it was hoped would be a final conference.

This was declined until the Pennsylvania Company agreed that before negotiations were renewed the right of the Baltimore and Ohio Company to run its trains over the entire line between Baltimore and Washington, transferring them to the Philadelphia, Wilmington and Baltimore Railroad at President street station or Locust Point, in Baltimore, should be acknowledged, and the scheme of the Baltimore and Potomac tunnel, as applied to the business of the Baltimore and Ohio Company, abandoned. Upon this basis the Philadelphia meeting was held, and it was then determined that of the daily trains between New York and Washington, and vice versa, each company should have an equal number—that is that two should be run by the Baltimore and Ohio Company, and one through train between Phila-

delphia and Washington in both directions by each route.

After this was agreed upon some delay was experienced by discussion between the Philadelphia, Wilmington and Baltimore and the Pennsylvania Companies as to the arrangements, but these have now been adjusted.

It has been agreed that the New Jersey lines controlled by the Pennsylvania Company, and the terminal facilities in New York for passengers and freight, are extended to the Baltimore and Potomac and two by the Baltimore and Ohio Company upon exactly the same terms as are enjoyed by the Pennsylvania Company itself.

The new arrangements go into effect on Monday next, and carry with them a restoration of through passenger and freight rates between all points with which the rival companies compete for business.—*Balt. Sun*, April 17.

## Union Pacific Railroad.

The Land Department of the Union Pacific Railroad Company reports the sales of land for the month of March, 1874, at 31,712 acres, for \$155,306, or an average price per acre of \$4 90. The total sales to March 31, 1874, have been 906,359 acres, for \$4,120,302, or an average price per acre of \$4 55. The lands belonging to the company remaining unsold, now amount to 11,173,640 acres.

Land grant bonds issued.....	\$10,400,000
Less bonds cancelled by land department.....	\$1,495,000
Less bonds cancelled by trustees.....	352,000
	<hr/> 1,847,000

Leaving bonds outstanding March 31, 1874.....	\$8,553,000
Land notes on hand, March 31, 1874—principal (interest not included)....	\$2,257,810
Cash in hands of trustees for the purchase of land grant bonds, March 31, 1874.....	\$213,628

## West Jersey Railroad.

The following is a comparative statement of the current receipts and disbursements of this company for the years ending December 31, 1872 and 1873:

Receipts:	1872.	1873.
From passengers.....	\$416,040 13	\$427,969 66
" freight.....	210,077 07	215,415 71
" express.....	24,137 91	25,246 19
" mails.....	13,244 80	10,765 00
" telegraph.....	1,091 45	1,018 63
" rents.....	186 28	441 04
	<hr/> \$664,777 14	<hr/> \$680,856 23
Disbursements:		
Operating road.....	\$373,413 22	\$405,129 43
Leases.....	42,779 11	36,194 31
Interest.....	125,239 66	129,883 22
Taxes.....	9,084 52	10,813 91
Sea Breeze House.....	3,483 64	1,111 53
	<hr/> \$554,000 15	<hr/> \$583,132 40
Net earnings.....	\$110,776 99	\$97,723 83
Add balance of previous years.....		97,219 01
Total.....		<hr/> \$194,942 84
Dividend No. 15, at four per cent....		\$54,388 00
Dividend No. 16, at four per cent....		54,390 00
Tax on dividend No. 13.....		1,033 29
Balance of undividend earnings January 1, 1874.....		85,131 55

Total, as above.....\$194,942 84  
Compared with the previous year, the receipts of 1873 show an increase of \$16,079 09, with an increase in expenses of \$29,132 25, making the decrease of profits, \$13,053 16. The cost of



operating the road in 1873 was 59.53 per cent of gross earnings. The President, in his report, says:

Your Directors, in presenting their "Sixteenth Annual Report," are gratified that they are able, notwithstanding the depressing influences of the past year, to exhibit a healthy increase in the receipts from every source of revenue, and satisfactory improvement in each separate department, as you will find upon examination of the reports of the heads of the same hereunto annexed.

In our last report we stated that, being compelled to vacate the building then occupied as offices by your company, a lot of ground on Federal street, in the city of Camden, had been secured and contracts were being made for the erection of a suitable building for office purposes. The building was completed about the 1st of October and immediately occupied by us, and proves to be well adapted for the business of the company, which it will accommodate for many years to come. The unoccupied portion of the building is rented to the Pennsylvania Railroad Company, which will reduce our actual rent to very little, if any, beyond the amount we formerly paid.

Your Board, through a joint committee of this Board and the Board of Directors of the Cape May and Millville Railroad Company, have effected a settlement of the claim your company held against the Cape May and Millville Railroad Company at the date of the lease of the railroad of the latter company by you, and your treasurer has received in payment of said claim certificates for one thousand and sixty shares of the capital stock of the Cape May and Millville Railroad Company, amounting at par to fifty-three thousand dollars also four hundred bonds of a second mortgage on said railroad of \$1000 each, bearing interest at seven per cent per annum, payable semi-annually, on the first days of April and October of each year.

At a meeting of the Board of Directors, held on the thirtieth day of January, 1874, your President and Treasurer were directed to endorse upon each of said bonds the guaranty of this company for their payment.

In compliance with an order of the committee, the stock and bonds stand registered in the name of your treasurer, and cannot be disposed of except by order of the Board.

Your Board refer with pleasure to the uniform courtesy and attention to the interest of the company extended by the various employees as contributing largely to the satisfactory results of the past year.

We submit the statements hereunto annexed as a complete detail of the operations of the company for the past year.

The company had at the close of the year 18 locomotives, 47 passenger, 6 mail, 58 platform, 30 box, 2 stock, 110 four-wheel and 21 eight-wheel dump, 21 lever hand, 17 push and 3 baggage cars. Miles run by engines with passenger trains, 264,617; with freight trains, 93,963, other trains, 17,863—total, 375,942. Mileage of West Jersey engines on foreign roads, 6,220. Mileage of foreign engines on West Jersey Railroad, 4,594. Av. cost per mile run for repairs, fuel, wages, etc., 31.99 cents. Number of passengers carried, 710,435; do. carried one mile, 19,107,460. Av. number of miles traveled per passenger, 26.89. Total net receipts from passengers, \$427,969 66. Av. receipts per passenger, 60.24 cents; do. per passenger per mile, 2.23 cents. Cost per passenger, 38.62 cents. Cost per passenger per mile, 1.43 cents. Number of tons of freight carried, 130,115; do. carried one mile, 4,053,772; av. distance each ton was carried, 31.15 miles. Total net receipts, \$202,995 01. Av. receipts per ton, \$1 56; do. per ton per mile, 5 cents. Av. cost per ton, 91 cents. Av. cost per ton per mile, 2.92 cents. Proportion

of current expenditures chargeable to passenger transportation, \$274,366 44; do. freight, \$118,437 15. Number of miles of road operated, 126,18, viz: West Jersey, 59.43; Cape May and Millville, 41.35; Salem, 16.58; Swedesboro, 10.80. Miles of turnouts, 14.56. Total, 142.72.

#### GENERAL BALANCE SHEET, Dec. 31, 1873.

##### West Jersey Railroad Company:

Capital stock .....	\$1,359,750 00
Loan of 1883 .....	400,000 00
Loan of 1896 .....	1,000,000 00
Loan of 1899 .....	1,000,000 00
Mortgage .....	12,000 00
Bills payable .....	59,125 00
Premium and discount .....	108,824 56
Undivided earnings .....	85,131 55
Profit and loss .....	65,314 40
	<hr/>
	\$4,090,145 51

##### Cape May and Millville Railroad:

Capital stock .....	\$500,000 00
Bonded indebtedness .....	400,000 00
Indebtedness to West Jersey Railroad Co. ....	79,282 49
	<hr/>
	979,282 49

##### Salem Railroad:

Capital stock .....	\$180,550 00
Bonded loan .....	100,000 00
Indebtedness to West Jersey Railroad Co. ....	1,396 58
	<hr/>
	281,946 58

##### Swedesboro Railroad:

Capital stock .....	\$98,350 00
Bonded loan .....	200,000 00
Indebtedness to West Jersey Railroad Co. ....	2,560 45
	<hr/>
	295,910 45

	<hr/>
	\$5,647,285 03
Cost of West Jersey Railroad .....	\$2,366,885 11
Cost of Cape May and Millville R.R. ....	941,457 54
Cost of Salem Railroad .....	279,717 01
Cost of Swedesboro Railroad .....	290,206 24
Stock of Cape May and Millville R.R. ....	403,000 00
Stock of Salem Railroad Company .....	70,000 00
Stock of Stockton H. & I. Co. (preferred) .....	114,750 00
Stock of Stockton H. & I. Co. (common) .....	40,000 00
Stock of West Jersey Express Co. ....	5,000 00
Stock of Cape Island Turnpike Co. ....	3,050 00
Stock of Camden Democrat .....	110 00
Bonds of Cape May and Millville R. R. Co. ....	400,000 00
Bonds of Cape May City .....	27,400 00
Bonds of Congress Hall .....	25,000 00
Mortgages .....	9,600 00
Advances to Stockton H. & I. Co. ....	332,248 75
Advances to West Jersey Express Co. ....	1,456 43
Cape May and Millville R.R. (capital account) .....	79,282 49
Swedesboro Railroad (capital acct) .....	2,560 45
Salem Railroad (capital account) .....	1,396 58
Bills receivable .....	11 675 98
Delaware land .....	2,431 76
Sinking fund .....	93,750 00
Profit and loss Cape May & M. R.R. ....	37,824 95
Profit and loss Swedesboro Railroad .....	6,704 21
Profit and loss Salem Railroad .....	2,229 57
Balance .....	100,547 96
	<hr/>
	\$5,647,285 93

President.—T. JONES YORKE.

Directors.—Thomas Jones Yorke, Samuel A. Whitney, Horatio J. Mulford, Charles E. Elmer, Coleman F. Leaming, Lewis Mulford, John M. Moore, Strickland Kneass, Josiah Bacon, George B. Roberts, Samuel T. Bodine, George Wood, Thomas H. Dudley.

Secretary & Treasurer.—GEORGE J. ROBBINS.

Superintendent.—WILLIAM J. SEWELL.

Engineer.—WILLIAM N. BANNARD.

#### The Climax Electro-Plating Company.

This company, which has been carrying on business for some years in this city, has recently been wholly reorganized, and their place of business removed from the old, well-known stand in Vesey street to their new and more commodious quarters, No. 25 Beekman street, the entire second and third floors of which building are being rapidly fitted up by carpenters, machinists, &c., to accommodate their largely increasing business, which has entirely outgrown their old quarters.

The company propose, as heretofore, to carry on the work of bronzing, lacquering, dipping, copper, nickel, silver and gold plating, burnishing, replating, &c., and will also make a specialty of the manufacture and plating of ladies' dress ornaments. All kinds of metal articles, such as clocks, medals, gas fixtures, skates, chandeliers, water urns, and similar household articles will be treated by this company in a most superior manner by Wilder's new secret process, which is used by this company only. Articles plated by this process are cheaper, handsomer, and more durable than those treated by any other processes now in vogue; and certain it is, Mr. Wilder's process is far superior in finish to anything we have ever before seen. Some specimens of nickel plating recently shown us, so closely resembled silverware that we at first thought the proprietor was mistaken in saying it was only the ordinary nickel-plating, improved by this company. They will also pay particular attention to the replating and polishing of all kinds of ladies' metal ornaments, such as buckles, clasps, &c., which may have become tarnished by time and usage, and we predict for them a lively business in this line alone.

Mr. W. J. Wilder, the inventor of the above named important process, has the sole superintendence of the chemical and mechanical departments, No. 25 Beekman street, while A. W. Ladd, Esq., as Managing Director, has general charge of the company's affairs at their office, No. 5 Dey street.

An adjourned meeting of the stockholders of the New York and New England Railroad Company was held at the office of the trustees of the Boston, Hartford and Erie Company on the 21st. President Hart presided. The committee appointed to confer with the trustees in possession made a partial report, and asked for further time, which was granted. The committee recommend the passage of a vote authorizing them to negotiate for a loan to pay the debt of the trustees, the receiver's certificates of indebtedness, and the amount contributed by certain of the bondholders, the amount of the loan not to exceed \$800,000. The vote was passed and the meeting adjourned to the 5th of May.

Mr. A. S. Hewitt has been appointed Receiver of the Montclair Railroad. The foreclosure sale of the second mortgage bondholders will not now take place, as Chancellor Runyon has decided that the sale of the road by the former Receiver to Wm. A. Guest was invalid.

The Keystone Bridge Company, having completed the iron work on the bridge crossing the Mississippi at St. Louis, two weeks inside the contract time, receive a bonus of a thousand dollars per day till the time expires.

**Baltimore, Philadelphia and New York R.R.**

The Legislature passed a bill consolidating under one charter certain railroad companies, two of which were the Maryland and Pennsylvania, and State Line and Juniata, which are hereafter to bear the name of the Baltimore, Philadelphia and New York Railroad. Work has been going on upon the line of the Maryland and Pennsylvania road near Towson town for some time past. The consolidated company only desired the privilege of running their railroad and telegraph lines through this State. This has been granted them coupled with certain conditions intended to protect individual rights. Strenuous efforts were made against the passage of the bill by the friends of other corporations, with whose interests the new line was supposed to conflict; but by the exertions of the Hartford delegation the bill finally passed. We have the gratifying assurance, from those in a position to know, that now the road will certainly be built. A large amount of capital, it is stated, is ready for investment in it, and the most liberal encouragement should be given by Hartford and Baltimore counties,—*Belair, Md., Int.*

**Grand Trunk Railway of Canada.****REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING DEC. 31, 1873.**

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines have been.....£1,061,197  
Deduct—

The ordinary working expenses (being at the rate of 65.77 per cent, against 64.95 of the corresponding half of last year).....£697,929

The renewals, &c., of the permanent way and works in the half year debited to revenue.....165,177

863,106

Leaving an available balance earned in the half year of.....£198,091

Deduct loss on American currency....24,593

£173,498

To this sum of £173,498 has to be added the balance from the net revenue account of last half-year of.....1,610

Making a total balance of.....£175,108

From this, however, has to be deducted the amount of postal military revenue due for the half-year to the postal bondholders of.....16,117

Leaving a balance of.....£158,991

Applicable for the following payments, viz:

Interest on hired cars.....£10,007

Interest &c., paid on lands.....2,217

Interest on mortgage to Bank of Upper Canada.....4,424

Interest on temporary loans, bankers' balances, promissory notes, European exchange, &c.....1,155

Interest on British American Land Company's debentures.....617

Interest on Montreal Seminary debentures.....616

Interest on Island Pond debentures.....2,700

Half-yearly instalment on Portland sinking fund.....2,568

Atlantic and St. Lawrence lease (in full).....48,615

Detroit line lease (in full).....11,250

Montreal and Champlain bond interest..12,081

Buffalo and Lake Huron rent.....82,500

1st equipment bond interest.....15,000

2d equipment bond interest.....15,000

Balance carried forward.....241

£158,991

Of the sum of £200,000 appropriated out of the proceeds of the new issue of ordinary stock towards the payment of dividends, the sum of £80,454 was reserved in trust to meet the dividend on

the first preference stock, payable on 1st March, which has been paid.

Comparing this half year with the corresponding period of 1872, the gross receipts show an increase of £94,518, or 9.77 per cent. There was an increase in the passenger receipts of £22,890, or 6.45 per cent, and in the freight receipts of £71,685, or 11.73 per cent. The total number of passengers carried was 1,073,204 against 984,525; and the quantity of freight was 836,012 against 797,935 tons. The average receipt per passenger was 6s. 4d. against 6s. 6d., and per ton of freight 16s. 3d. against 15s. 4d. The increase in the freight department of 38,077 tons and £71,685 receipts shows an average of 43s. 4d. per ton against the general average of 16s. 3d. per ton, establishing conclusively that the increase in this branch of business has been in the "through" or long distance traffic. The following is the usual comparative statement:

Half-year.	Nos.	Average per Passenger.		Average Freight.	
		s. d.	Tons.	s. d.	Tons.
1873, Dec. 1, 1873, 204	6	4	836,012	16	3
" June..761,741	6	9	772,572	15	8
1872, Dec..984,525	6	6	797,935	15	4
" June..733,748	6	5	737,361	16	3
1871, Dec..961,432	6	1	789,231	15	5
" June..764,376	6	0	666,092	15	5
1870, Dec..937,897	5	11	691,301	14	0
" June..700,334	6	5	612,959	14	6
1869, Dec..892,697	6	3	611,809	15	7
" June..655,850	6	9	520,881	16	0
1868, Dec..804,815	6	9	557,157	16	3
" June..619,298	6	8	505,987	16	1
1867, Dec..794,213	6	10	527,227	14	4
" June..623,227	6	8	489,647	15	1
1866, Dec..792,487	7	2	523,685	15	5
" June..638,703	7	0	497,292	15	4
1865, Dec..784,346	7	2	523,830	15	5
" June..596,571	6	3	477,837	16	11
1864, Dec..722,446	6	6	443,930	16	1
" June..523,284	6	0	430,034	16	3
1863, Dec..529,733	6	5	372,984	15	1
" June..395,056	6	0	339,484	17	3

The operation of changing the gauge in the middle of the half-year seriously affected the traffic receipts for two weeks, and during the fortnight there was a decrease of about £26,000. The monetary panic which occurred in the United States in September disastrously affected the whole commerce of America. The increase from the completion of the change of gauge to the close of the half-year has been 33,800 tons, and £79,135. Up to the beginning of September the rates for freight were maintained at about the same figures as in 1872, but almost immediately after the panic they fell. The expenses for the half-year amounted, including the renewals as charged in the ordinary revenue accounts, to £863,106, or 81.33 per cent of the gross receipts; as against £793,293, or 82.07 per cent for the corresponding six months of 1872. Excluding the renewals, the ordinary working expenses were 65.77 per cent against 64.95 per cent. There was a total increase of expenditure for the half-year of £69,813—at the rate of 8.80 per cent against an increase of 9.77 per cent in the receipts. This additional expenditure was almost entirely due to the greater amount of work done, the increased cost of fuel and other materials used in the working of the railway, and to the continuation of a higher rate of wages than existed in 1872.

The number of miles of permanent way relaid during the year was 261, of which 230½ were laid with steel, showing an increase in the number of miles relaid with steel of 48, as compared with the year 1872, when 236 miles of permanent way were relaid, of which 182½ were laid with steel. The total length of steel rails laid up to 31st December last was 526½ miles. The charges for maintenance and renewals in the past half-year were, for maintenance £74,059, and for renewals £297,917. In the previous half-year these were for maintenance £74,833, and for renewals £77,055; making a total charge for 1873 of £523,862, of which £13,356 was charged in the June half

year to a supplementary account, and £182,739 has been charged in the past half year to capital account; leaving the charge against the gross revenue for 1873 £377,769. Of this sum of £377,769 charged against revenue for 1873, the cost of more than 17,000 tons of rails, mostly steel, is included. It will be remembered that the act of last session directs that 32,000 tons of steel rails shall be provided out of the new capital to be raised. In 1873 about 8,800 tons of this quantity have been supplied, at the cost of £132,739, which is charged to capital account in the accounts for the past half year. This leaves about 23,000 tons still to be provided, which it is proposed to do in 1874 and 1875 in such quantities, within certain limits, as the actual necessities of the line may require. It is intended in the accounts for 1874 to include all charges in this department under the head of maintenance of way, excepting only the cost of the steel rails to be provided and charged to capital in 1874 and 1875. The separate charge under the head of renewals of way will therefore from the end of 1873 be entirely given up. The total train miles run were 3,795,848 against 3,474,208, showing an increase of 321,640 miles. The cost per train mile in the locomotive department was 34.51 cents against 32.14 cents.

The narrow gauge engines supplied to replace the broad gauge engines on the line west of Montreal are of the most modern and improved as well as of an uniform pattern, and they are found to have an increased capacity of at least 25 per cent over those which they have replaced. As the whole number of the new engines was only supplied towards the close of the last half year, which has been exceptionally high in respect of the cost of wages, and materials, their effect upon the reduction of expenditure can hardly be estimated; but although only running for the lesser portion of the half year, the result has been to increase the average loads of freight trains for the whole half year by 7 per cent. This cannot fail to have an effect upon the expenditure, both in this and the traffic department during the present year, as an increase in the train loads means a proportionately larger business done for the same haulage and handling. During the last year 12 narrow gauge engines have been built at the cost of revenue to replace the same number of old engines broken up as against 10 in 1872.

The cost of fuel has been greater than in any previous half year, arising partly from the larger quantity used, but still more to the enhanced price of coal and wood. The continued rise in the price of wood caused by the greater consumption of it throughout the country, and the gradual clearing away of the forests contiguous to the line, forced upon the company the necessity of looking to coal as a substitute, at any rate in the central district of the line, where wood had risen to the highest price, and accordingly the new engines built in connection with the narrowing of the gauge have been adapted for burning coal.

A very important proposition has, however, been made, which it is highly probable will be carried out. It is to obtain a supply of coal for the western portion of the line from the Alleghany Valley, about 200 miles from Buffalo by railway, via the International bridge. If this arrangement is carried out, the price paid for a considerable portion of the coal supply would be decreased from 15 to 20 per cent, and, as it could be obtained in winter as readily as in summer, the necessity for absorbing capital in the storing so large a quantity as at present, would not exist.

The traffic expenses for the half year amounted to £224,338 against £200,423 in 1872, or an increase of £23,915. In 1874 this department will receive considerable relief from the reductions which have taken place in the cost of labor and materials, and from the greater capacity of the new engines requiring much less labor in proportion to the quantity of freight hauled, so that it is not unreasonable to anticipate a lower percentage of expenses than in the past year. The most complete results from this cause will, however, not be produced until the gauge of the line



east of Montreal has been changed. The item of rent of rolling stock has been increased by a sum about equal to the decrease in the tolls paid to other companies.

The total addition to capital during the six months is £1,014,884. The principal items of expenditure are: £771,132, which includes the cost of narrowing the gauge west of Montreal, providing 150 new engines, 800 new cars, and 2,500 new car trucks, and converting 61 broad gauge engines to the 4 feet 8½ inch gauge, and £132,739 which is the cost of the steel rails charged to capital for the year 1873. The remaining expenditures consists of various items, the details of which are fully given in the accounts, less a further issue of share capital received from the Atlantic and St. Lawrence Railway in repayment of capital expended on that company's undertaking. The balance of capital unexpended to 31st December last was £720,017, which consists of the calls then remaining to be paid on the recent issue of new ordinary stock, the value of old materials not yet disposed of, and the unsold securities, less the amounts owing by the company in connection with the capital expenditure. The principal portion of this amount is not available until the calls have been paid and the value of the old materials realised. There is also still unissued the balance of £2,500,000 out of the authorized issue of £10,000,000 of new ordinary stock, the proceeds of which will be available after the 1st January.

During 1874 and 1875 about 23,000 tons of steel rails have to be provided at the cost of capital, which, with certain absolutely necessary capital expenditure, will absorb a considerable portion of the unexpended balance at 31st December last.

To meet the wishes of many of the shareholders the directors have agreed to receive payment in full of the remaining calls of new ordinary stock, allowing discount at the rate of 5 per cent per annum.

A considerable number of cars still running upon the line are not the property of the company, but are hired from various companies, and it is thought that the time has come when an effort should be made to purchase these cars, and eventually to endeavour to consolidate all other charges, including the Buffalo Bridge bonds and stock, ranking before the first preference stock, into a single pre-preference or debenture stock.

The following is a list of the hired cars at the 31st December, 1873, viz:—National Car Company's, 500; North American Car Company's, 300; Canada Rolling Stock Company's, 1,000; Canada Railway Equipment Company's, 500; Berlin Falls and Norton Mills Company's, 50; C. S. Clarke's, 40; Schwelkopps, 12; making a total of 2,402 cars.

The cost payable out of working charges to these rolling stock companies for the above cars and for the rental of certain stations amounts to £40,000 per annum, and, as the mileage run by a large portion of these cars in 1873 was materially reduced by the loss of time involved in break of gauge at Stratford, and by the process of conversion itself, the mileage of the same cars running for 1874 will henceforth be larger and the cost to the railway company will be therefore greater.

The par value of the capital loaned by the rolling stock companies amounts to about £400,000. The whole of this £400,000 can be liquidated at early dates, and if replaced by capital issued at 6 per cent, there would be a saving in working charges to the railway of £16,000 annually.

The junction of the Erie Railway with the Buffalo Bridge is expected at an early date in the spring, after the season is sufficiently mild for grading and completing the connection.

The Canada Southern is practically unprovided with rolling stock for its through as well as local traffic, and does not therefore contribute to the tolls of the bridge to anything like the extent which it will do. It is believed that the saving of mileage, time and cost to the Great Western of Canada in exchanging their business with the Erie, at Buffalo, will make it the interest of the

Great Western to pass all their Erie business over the International Bridge, instead of the Suspension Bridge as at present.

The latest advices of the foreign tolls taken in connection with the bridge show an average for six weeks of £1,376, or £282, per week, or at the rate of nearly £15,000 a year. With the completion of connection with the Erie, and with a more adequate equipment of the Canada Southern, the foreign tolls over the Buffalo Bridge must be largely augmented; but even at their present figures there would be, including the Grand Trunk annual contribution, in liquidation of Bridge capital of £5,000, out of working cost, fully £20,000 annually available for dividends, were the bridge capital liquidated by the substitution of 5 per cent debenture stock issued at the low figure of 80, which could either be effected by degrees as the foreign tolls accrue or at once by agreement with the Bridge bond and Shareholder.

Taking the above two items of annual saving in the substitution of capital raised at 6 per cent for the present capital invested in the rolling stock agreements and in the International Bridge, there is a total annual sum of £36,000, and to this must be added all additions to the foreign tolls received on the Buffalo Bridge, the whole of which tolls will be released for Grand Trunk revenue purposes.

To effect this object, amongst others, the directors seek to take powers in a bill now before the Dominion Parliament for the issue of a perpetual debenture stock at 5 per cent for the voluntary consolidation, liquidation or purchase of the rolling stock and bridge capitals, as well as of all the pre-preferential Grand Trunk capital, bonds, mortgages, liabilities, leased lines and rentals existing over the first preference stock of the company. Such perpetual 5 per cent debenture stock as issued to take the place of each description of pre-preference capital, as and when liquidated or purchased, and to retain all the rights and privileges that attached to such capital. The whole existing pre-preferences over the first preference stock, including the car and bridge capitals, may, it is calculated, in course of time be redeemed by the issue of £6,750,000 of 5 per cent debenture stock at an average of £90 per £100. In the first instance it may be necessary to accept a lower price than £30, but with the payment of cash dividends on the preference stocks, the value of a 5 per cent debenture stock, covering and mortgaging the entire corpus of the undertaking and its rolling stock and equipment, will rapidly appreciate and approach to par as cash dividends are paid on our preference stocks. The directors propose to add to this £6,750,000 £1,250,000, making a total of £8,000,000 5 per cent debenture stock. This £1,250,000 to be available for the general purposes of the company, and for the current year of 1874 not to be issued beyond an amount which shall represent, in the amount of interest payable, the actual annual saving of £36,000 to be realised by the liquidation of the car and bridge capitals. The bill is made subject to the following clause:

"This act shall not take effect unless and until submitted to a special general meeting of the company and accepted by a vote of two-thirds of the persons present or represented by proxy entitled to vote."

At the special general meeting to be called under this clause—probably in the month of May—detailed calculations and estimates will be laid before the proprietors in reference to the above, showing the purposes for which further expenditure is required for the current year and for 1875.

The directors have just received the results of the first five weeks' working of the current half year, that is, from the 1st of January to the 7th of February, and they have the satisfaction of stating that they show so important a reduction in the working expenses that the net revenue in that period has been increased by \$129,000, or an average increased profit of about £5,000 per week.

The directors who retire by rotation are

Mr. Newmarch, Mr. Gillespie, and Mr. Brydges. Mr. Newmarch and Mr. Gillespie offer themselves for re-election. Mr. Brydges has telegraphed to the board his resignation of the office of managing director, which the board have accepted with deep regret, remembering his long, arduous and devoted services to the company in times of extraordinary difficulty and danger. For the present it is not the wish or intention of the board to fill up the vacancies in the direction caused by the death of Mr. Thomas Baring and the resignation of Mr. Brydges. Two vacancies have occurred amongst the auditors by the acceptance by Mr. Newmarch of a seat at the board, and the retirement of Mr. Grant, though the latter gentlemen has very kindly, at the request of the directors, audited the accounts for the past half year. Mr. Albert Creak has signified his intention of seeking election to one of the vacancies, and, as was explained to the proprietors at the meeting in January last, the directors purpose, looking at the fact that the greater portion of the expenditure is in Canada, to suggest to the proprietors the advisability of filling up the remaining vacancy by the appointment of an additional auditor in Canada, and they accordingly submit the name of Mr. Ramsay, agent for the Standard Life Assurance Company, Montreal, who is duly qualified, and, in the judgment of the directors, in all respects a fitting and responsible candidate for the office. By order,

RICHARD POTTER, President.

#### The Pennsylvania Railroad Company's Improvements.

The elevator at Washington street wharf, on which extensive additions and repairs have just been made, is now ready for operation with increased facilities. Like all improvements made by the Pennsylvania Railroad Company these are of the most substantial character. The contract had been awarded to Messrs. I. P. Morris & Co., who with their usual skill and exactness in performing what they undertake, have not failed to give satisfaction.

The scales, a very important adjunct on all elevators, the greatest durability and accuracy being required of them, were made at the Philadelphia Scale and Testing Machine Works, Ninth near Fairmount Avenue.

The proprietors of these works, the Messrs. RIEHLE BROS., have made rapid strides in bringing the manufacture of scales and testing machines to a perfection not hitherto attained by the oldest and most experienced houses in this country or Europe. They hold very valuable patents, and we learn they have lately applied for three more of a very important character. They are very particular in sealing their scales up to government standard, and that together with their careful construction on the most approved principles, will insure the correct and reliable weighing of the immense quantities of grain shipped from this point.—*Philadelphia North American*, April 6.

The Uniontown and West Virginia Railroad was sold at Sheriff's sale on the 4th of March to John Snyder, the contractor, to whom the company was indebted in about \$40,000. A new corporation, entitled the "Uniontown and West Virginia Railroad Company," was organized on the 8th instant, who propose to complete the road at an early day.

The coal tonnage of the Chesapeake and Ohio Canal for the month of March, 1874, was 6,140, against 5,685 in March, 1873, an increase of 455 tons. The accrued revenue in March, 1874, was \$8,751 52, against \$6,438 94 in March, 1873, an increase of \$2,312 58. The expenses in March, 1874, were \$21,900 81.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific:</b>													
1867.....	38,169	61,831	60,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	46,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,787
1869.....	212,604	218,982	201,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	555,306	467,659	6,670,883
1870.....	413,104	394,176	458,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	585,992	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	867,234	672,358	9,467,072
1872.....	592,223	571,636	675,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,264,689	1,285,567	1,299,900	1,037,992	12,734,729
1873.....	852,860	694,015	933,778	1,132,920	1,356,378	1,813,790	1,211,765	1,258,500	1,392,125	1,423,875	1,290,812	1,072,750	15,939,969
1874.....	848,558	794,000	867,066	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	551,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	281,109	316,037	342,897	348,039	408,680	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	358,964	461,290	466,097	553,665	534,163	507,617	473,227	455,007	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,264	419,196	488,852	559,882	497,201	540,766	451,315	352,004	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,558	564,633	410,907	344,046	5,497,541
<b>Chicago and Northwestern:</b>													
1863.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1864.....	273,876	317,859	390,355	421,383	466,830	568,148	480,710	519,306	609,605	729,750	716,378	563,400	6,114,566
1865.....	541,005	482,164	499,296	468,358	555,623	747,942	702,691	767,508	646,707	932,683	754,671	647,842	7,976,490
1866.....	623,566	599,917	622,845	677,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	666,147	674,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	650,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,967	13,581,771
1869.....	830,287	1,142,166	1,112,180	1,268,444	1,251,951	1,167,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,558,467	12,503,408
1870.....	892,093	765,782	858,359	929,077	1,177,597	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,008,277
1871.....	706,025	602,482	774,934	789,641	1,094,101	862,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,098,277
1872.....	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	1,272,465	13,516,465
1873.....	762,468	765,249	967,258	1,034,023	1,256,072	1,309,573	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,516,465
1874.....	993,490	903,021	1,039,986	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Cleveland, Col. Clin. and Indianapolis:</b>													
1869.....	204,112	180,840	239,522	247,061	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,905
1870.....	226,897	224,182	244,182	246,048	260,169	274,031	249,355	319,012	317,857	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,071	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,628	439,581	339,830	358,743	4,492,625
1873.....	358,612	408,849	465,517	432,925	394,485	340,675	351,576	426,283	432,139	406,922	311,935	304,612	4,634,533
1874.....	363,053	276,099	318,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> Erie:</b>													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,075	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,448,813	1,775,524	1,468,961	1,550,023	1,525,243	1,643,494	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,590,023	1,025,129	19,631,781
1874.....	1,462,650	1,273,775	1,413,223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> Illinois Central:</b>													
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,517,629
1869.....	669,138	624,693	709,645	668,282	640,975	778,261	666,228	841,363	979,101	914,406	814,413	690,677	8,823,441
1870.....	623,383	661,789	601,226	565,087	684,539	712,647	627,216	809,052	901,235	903,225	811,708	697,751	8,678,938
1871.....	624,744	629,617	563,598	620,223	713,162	718,722	707,992	836,041	890,287	753,184	755,399	688,131	8,401,142
1872.....	637,436	531,627	575,393	559,871	648,959	659,393	609,846	783,255	744,782	881,693	696,475	699,063	8,026,734
1873.....	602,211	597,429	660,759	553,912	635,459	742,600	688,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	611,491	538,068	567,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> Kansas Pacific:</b>													
1871.....	133,673	152,264	267,411	303,915	306,944	266,056	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,763	322,875	341,843	322,559	329,838	337,302	349,468	449,418	314,513	223,240	3,695,183
1873.....	150,567	194,756	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,452	.....
<b> Lake Shore and Michigan Southern:</b>													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,479,456	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873.....	1,412,368	1,549,285	1,735,736	1,694,643	1,680,968	1,585,368	1,451,702	1,582,531	1,776,420	1,742,510	1,376,556	1,546,983	19,134,136
1874.....	1,519,249	1,305,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> Marietta and Cincinnati:</b>													
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,498	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873.....	109,843	161,132	178,009	187,439	183,148	194,787	176,205	172,498	207,529	184,191	151,793	150,391	2,126,875
1874.....	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> Michigan Central:</b>													
1869.....	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	497,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,065	486,980	470,703	486,547	427,096	422,015	529,890	628,660	582,802	577,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,003	641,807	457,603	464,163	5,908,117
1873.....	379,836	440,261	567,314	566,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
<b> Milwaukee and St. Paul:</b>													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,183	580,432	594,769	498,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,005	569,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,500	843,200	9,040,717
1874.....	664,400	657,500	576,020	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> Pacific of Missouri:</b>													
1869.....	194,112	207,302	294,302	278,247	264,273	249,249	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870.....	280,550	260,617	294,874	289,550	283,221	263,328	200,440	343,195	353,677	341,373	321,659	236,108	3,438,930
1871.....	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	386,103	299,552	3,630,696	.....



## Commerce of New York.

The foreign imports at New York for the month of March, 1873 and 1874, are officially stated as follows:

	1873.	1874.
Entered for consumpt'n.	\$18,625,891	\$18,498,458
Do. for warehousing	12,697,010	11,761,814
Free goods	11,303,532	12,188,280
Specie and bullion	814,688	150,894

Total entered at port	\$43,440,621	\$42,599,446
Withdrawn fr. wareh'use	12,192,807	10,252,756

The foreign imports at New York for three months from January 1, were:

	1873.	1874.
Entered for consumpt'n.	\$56,606,864	\$48,551,161
Do. for warehousing	33,916,586	28,812,432
Free goods	28,518,799	29,913,478
Specie and bullion	1,062,580	1,072,692

Total entered at port	\$120,104,829	\$108,349,763
Withdrawn fr. wareh'se.	32,821,897	30,864,040

The foreign imports at New York for nine months ending March 31, were:

	1873.	1874.
Six months	\$199,326,050	\$177,517,854
January	37,803,691	30,310,679
February	38,860,517	35,439,638
March	43,440,621	42,599,446

Total for 9 months	\$319,430,879	\$285,867,617
Deduct specie	5,879,210	16,886,598

Total mdse \$313,551,669 \$268,981,019

The duties received at New York for nine months from July 1, were:

	1873.	1874.
Six months	\$64,393,092 93	\$53,535,419 05
January	10,763,626 44	10,042,084 05
February	12,893,637 89	10,186,365 08
March	12,101,274 64	10,793,792 81

Nine months	\$100,151,631 90	\$84,557,660 99
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The exports from New York to foreign ports in the month of March, were:

	1873.	1874.
Domestic produce	\$21,045,792	\$22,099,528
Foreign free goods	331,644	191,435
Do. dutiable	604,773	618,255
Specie and bullion	3,570,482	2,537,822

Total exports	\$25,552,641	\$25,447,040
Do. exclusive of specie	21,982,209	22,909,218

The exports from New York to foreign ports for three months from January 1, were:

	1873.	1874.
Domestic produce	\$60,900,238	\$64,835,662
Foreign free goods	728,844	508,713
Do. dutiable	1,542,679	1,746,092
Specie and bullion	14,368,865	8,179,192

Total exports	\$77,540,626	\$75,269,659
Do. exclusive of specie	63,171,761	67,090,467

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March, were:

	1873.	1874.
Six months	\$130,400,814	\$160,757,524
January	20,050,550	23,455,638
February	21,139,002	20,725,611
March	21,982,209	22,909,218

Total produce	\$193,572,575	\$227,847,991
Add specie	49,213,008	29,019,569

Total exports	\$242,785,583	\$256,867,560
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The meeting of the friends of the extension of the Chesapeake and Ohio Canal to the Ohio River, which was to have been held on the 21st instant in Washington, has been postponed until May 13.

A trial of a fireless locomotive, made at the Grant Locomotive Works, Paterson, N. J., has proved an entire success. The boiler of this locomotive is charged with highly heated water before starting, from which steam sufficient is generated to move the engine without the use of fuel. On the trial referred to, with water heated to a pressure of 150 pounds to the square inch, the engine ran with an ordinary street passenger car loaded, a distance of seven miles.

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LATEST IMPROVED STANDARD.



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THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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**NICKEL PLATING** on all Metals, including Zinc by Wilder's New Process of Nickel Alloy, used only by this Company.

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SHOPS: 25 Beekman Street,

New-York.

**A. W. LADD,**

Managing Director and Treasurer.

**W. J. WILDER,**

Superintendent.

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For Rolling Mills, Furnaces, Foundries, Miners' Use.

## SCALES

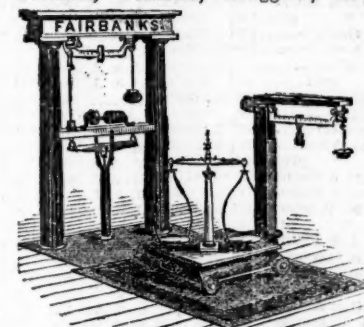
For Stores, Mills and Wharves.

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For Elevators and Grain Warehouses.

## SCALES

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Miles' Alarm Cash Drawers, &c.

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FAIRBANKS & CO., 166 Baltimore St., Baltimore, Md.  
FAIRBANKS & CO., 63 Camp Street, New Orleans.  
FAIRBANKS & CO., 53 Main Street, Buffalo, N. Y.  
FAIRBANKS & CO., 338 Broadway, Albany, N. Y.  
FAIRBANKS & CO., 408 St. Paul Street, Montreal.  
FAIRBANKS & CO., 34 King William St., London, Eng.  
FAIRBANKS, BROWN & CO., 2 Milk St., Boston, Mass.  
FAIRBANKS & EWING, Masonic Hall, Philadelphia, Pa.  
FAIRBANKS, MORSE & CO., 111 & 113 Lake St., Chicago.  
FAIRBANKS, MORSE & CO., 139 Walnut St., Cin., O.  
FAIRBANKS, MORSE & CO., 182 Superior St., Cleveland, O.  
FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburgh.  
FAIRBANKS, MORSE & CO., 5th & Main St., Louisville.  
FAIRBANKS & CO., 302 & 304 Washington Av., St. Louis.  
FAIRBANKS & HUTCHINSON, San Francisco, Cal.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. .... 100	13,280,000	J. & J.	Jan. '74 31	Long Island. .... 50	3,000,000	M. & S.	May '73 10s	Vermont and Mass. .... 100	\$2,860,000	A. & O.	Apr. '74 1
Allegheny Valley .... 50	2,266,350	J. & J.	July '73 4	Louisv. Cin. and Lex. .... 50	1,823,488	J. & J.	July '73 3	Warren (N. J.) .... 100	1,800,000	A. & D.	Dec. '73 31
Atlanta and West Point. .... 100	1,232,200	J. & J.	July '73 4	Louisville and Nashville. .... 100	848,700	F. & A.	Jan. '74 41	Warwick Valley. .... 100	225,000	A. & O.	Apr. '72 21
Atlantic and Gulf .... 100	8,696,200	M. & N.	Nov. '73 31	Louisv. N. Alb. & Chi. .... 100	8,980,800	F. & A.	Feb. '74 4	West Jersey. .... 100	1,655,750	F. & A.	Feb. '74 4
Atlantic and St. Law. .... 100	786,476	M. & N.	Nov. '73 31	Lowell and Lawrence. .... 100	3,000,000	F. & D.	Dec. '70 3	Winchester & Potomac. .... 100	180,000	J. & J.	Jan. '74 3
Avon, Genesee & Mt. M. .... 100	39,494,900	M. & S.	Sept. '73 2	Lykens Valley. .... 20	200,000	A. & O.	Apr. '74 3	Winchester & Strasburg. .... 75	500,000	J. & J.	Jan. '74 31
Baltimore and Ohio. .... 100	1,500,000	M. & N.	Oct. '72 14	Macon and Western. .... 100	2,500,000	F.M.A.N.	Feb. '73 21	Worcester and Nashua. .... 75	1,400,555	J. & J.	Jan. '74 31
Baltimore and Potomac. .... 100	1,811,968	M. & N.	May '74 5	Maine Central. .... 100	3,400,500	J. & J.	July '73 5				
Washington Br. .... 100	1,680,000	A. & O.	Apr. '74 5	Manchester and Law. .... 100	1,000,000	M. & N.	Nov. '73 5				
Parkersburg Br. pref. .... 50	5,080,685	J. & J.	Apr. '74 11	Marietta & Cincinnati. .... 50	1,372,891	M. & S.	Sept. '66 5s				
Berkshire. .... 100	600,000	J. & O.	Apr. '74 11	" 1st pref. .... 50	3,130,719	M. & S.	Sept. '66 5s	Albany City. .... 100	110,330	— & —	Jan. '74 3
Blossburg & Corning. .... 50	250,000	J. & D.	Dec. '72 21	" 2d pref. .... 50	4,469,888	M. & S.	Sept. '66 5s	Bleeker St. & F. (N.Y.) .... 100	800,000	— & —	Jan. '74 3
Boston and Albany. .... 100	1,664,100	M. & N.	May '74 5	Massachusetts. .... 100	400,000	F. & A.	Feb. '74 3	Boston and Chelsea. .... 100	110,660	A. & O.	Apr. '74 4
Bos., Cin. & Fitchburg. .... 100	683,200	J. & J.	Dec. '73 3	Memphis & Charleston. .... 25	5,312,725	J. & D.	Jan. '69 3	Broadway (Brooklyn). .... 100	200,000	J.A.J.O.	Apr. '73 3
Agricultural Br. guar. .... 100	60,000	J. & D.	Dec. '73 3	Michigan Central. .... 100	18,738,204	J. & J.	Jan. '73 46	Broadway & 11th Av. (N.Y.) .... 100	2,100,000	J. & D.	Jan. '70
Bost., Conn. & Mont. .... 100	800,000	M. & N.	Nov. '73 3	Mill Creek & Minehill. .... 50	923,375	J. & J.	Jan. '74 5	Brooklyn City. .... 100	1,500,000	F.M.A.N.	May '74 3
Boston and Lowell. .... 500	2,852,900	J. & J.	Jan. '74 4	Millwaukee and St. Paul. .... 100	13,398,550	J. & J.	Dec. '70 7s	Brooklyn City & Newt. .... 100	600,000	J. & J.	July '70
Boston and Maine. .... 100	6,816,807	M. & N.	Dec. '73 4	" pref. .... 100	10,825,777	F. & A.	Feb. '74 31b	Brooklyn and Jamaica. .... 100	488,100	J. & J.	July '70
Boston and Providence. .... 100	3,950,000	M. & N.	May '74 5	M. Hill & Schuyl. .... 50	3,586,450	J. & J.	Jan. '74 4	Bushwick (Brooklyn). .... 100	302,000	J. & J.	July '71 31
Buffalo, N. Y. and Erie. .... 100	950,000	F. & A.	Feb. '74 31	Morris and Essex. .... 50	14,008,100	J. & J.	Jan. '74 31	Cambridge. .... 100	727,800	A. & O.	Apr. '74 4
Burlington and Mo. Riv. .... 100	5,636,000	M. & S.	Mar. '74 5	Nashua and Lowell. .... 100	800,000	M. & N.	Nov. '73 5	Can. Park, N. & E. Riv. .... 100	1,068,400	A. & O.	Oct. '67 21
" pref. .... 100	1,485,900	M. & S.	Mar. '74 5	Naugatuck. .... 100	1,881,900	F. & A.	Feb. '74 5	Citizens' (Ph.). .... 5	500,000	J. & J.	Jan. '74 8
Camden and Amboy. .... 100	5,847,800	J.A.J.O.	Apr. '74 21	Nesquehoning Valley. .... 100	1,000,000	M. & S.	Mar. '74 5	Citizens' (Phg.). .... 50	200,000	M. & N.	Nov. '71 7
Camden and Atlantic. .... 50	379,020	— & —	Nov. '73 31	Newark and N. York. .... 100	977,490	J. & J.	Jan. '74 31	Coney Island & Hook. .... 100	500,000	— & —	—
" pref. .... 50	752,760	— & —	Nov. '73 31	N. Bedford & Taunton. .... 100	500,000	M. & N.	May '73 4	D. Dock E. B'dw. & Bat. .... 100	1,200,000	F.M.A.N.	Feb. '74 2
Cape Cod. .... 50	1,020,330	J. & J.	Jan. '72 21	N. Castle & Beaver Val. .... 50	1,500,000	J.A.J.O.	Apr. '74 21	Elizabeth and Newark. .... 100	1,000,000	J.A.J.O.	Oct. '71 3
Cape May and Millville. .... 50	447,000	J. & D.	Dec. '73 3	N. Haven & Northamp. .... 100	605,000	J.A.J.O.	Sept. '72 3	Frank & Southw. (Ph.) .... 50	200,000	M. & N.	Nov. '71 5
Catawba & Fogg. .... 50	426,800	Nov. '71 6		New Jersey. .... 100	7,295,200	J.A.J.O.	Apr. '74 21	Germantown (Ph.) .... 50	1,000,000	J. & J.	Jan. '74 3
Catawba. .... 50	1,139,800	— & —	Nov. '73 31	New London Northern. .... 100	1,418,805	J. & J.	Jan. '74 4	Girard College (Ph.) .... 50	500,000	J. & J.	July '71 3
" pref. .... 50	2,200,000	M. & N.	Nov. '73 31	N. Y. Cen. & Hudson R. .... 100	8,428,330	A. & O.	Apr. '74 4	Grand St. and Newton. .... 100	170,000	J. & J.	July '71 2
Cayuga and Susq. .... 50	589,110	J. & J.	Jan. '74 41	New York and Harlem. .... 100	8,600,000	J. & J.	Jan. '74 4	Green & Coates St. (Ph.) .... 50	500,000	J. & J.	Jan. '74 4
Cedar Rapids & Mo. R. .... 100	6,860,400	M. & N.	Nov. '73 1	" pref. .... 100	1,500,000	J. & J.	Jan. '74 4	Heston, Mantau & Farm. .... 50	2,050,000	J. & J.	Jan. '74 11
" pref. .... 100	769,900	F. & A.	Feb. '74 31	N. Y., N. H. & Harf. .... 100	15,500,000	J. & J.	Jan. '74 4	Lomb. & South Sts. (Ph.) .... 25	105,000	A. & O.	Oct. '71 6
Central of Georgia. .... 100	4,066,800	J. & J.	July '73 5	N. Y., Provid. & Boston. .... 100	2,000,000	J.A.J.O.	Apr. '74 21	Lynn and Boston. .... 100	200,000	— & —	—
Central of New Jersey. .... 100	20,000,000	J. & O.	Apr. '74 21	Nig. Bridge & Canand. .... 100	1,000,000	J. & J.	Jan. '74 3	Malden and Melrose. .... 100	200,000	— & —	—
Central Ohio. .... 50	2,425,000	J. & J.	Jan. '74 3	North Carolina. .... 100	4,000,000	Irregular	Jan. '73 5	Metropolitan (Boston). .... 50	1,500,000	M. & N.	Nov. '73 5
" pref. .... 50	400,000	J. & J.	Jan. '74 3	N. Eastern (N. C.) pref. .... 100	111,000	M. & N.	May '67 4	Middlesex (Boston). .... 100	400,000	A. & O.	Apr. '73 4
Central Pacific. .... 100	51,275,500	J. & J.	Sept. '73 3	North Pennsylvania. .... 50	3,473,500	January	Jan. '74 5	Ninth Avenue (N. Y.). .... 100	797,320	— & —	—
Chemung. .... 100	380,000	J.A.J.O.	Oct. '72 11	Northern Central. .... 50	5,842,000	M. & N.	Nov. '72 3	Orange and Newark. .... 100	282,555	— & —	—
Cheshire, preferred. .... 100	2,100,000	J. & J.	Jan. '74 3	N. rthern N. Homph. .... 100	3,068,400	J. & D.	Dec. '73 4	Philadelphia City. .... 50	750,000	J. & J.	Jan. '74 5
Chicago and Alton. .... 100	8,929,900	M. & S.	Mar. '74 5	Northern New Jersey. .... 100	1,000,000	J. & J.	Jan. '74 4	Philadelphia and Darby. .... 50	200,000	J. & J.	July '71 2
" pref. .... 100	2,425,400	M. & S.	Mar. '74 5	Norwich and Worcester. .... 100	2,823,400	J. & J.	Jan. '74 4	Phila. and Grey's Ferry. .... 50	284,775	J. & J.	Jan. '74 21
Chicago, Burl. & Quincy. .... 100	19,897,000	M. & S.	Mar. '74 5	Ogdensb. & L. Champ. .... 100	3,077,800	J. & J.	Jan. '74 3	Phg. Alleg. & Manchester. .... 50	200,000	M. & N.	Nov. '69 8
Chicago, Iowa & Nebraska. .... 100	3,916,300	J. & J.	Jan. '74 4	" pref. .... 100	2,000,000	A. & O.	Apr. '74 3	Second Avenue (N.Y.). .... 100	888,100	J.A.J.O.	Oct. '73 2
Chicago & N. Western. .... 100	15,033,480	J. & D.	Dec. '72 51	Ohio and Mississippi. .... 100	19,955,847	J.A.J.O.	Dec. '72 31	Second & Third Sts. (Ph.) .... 100	992,100	J. & J.	Jan. '74 6
" pref. .... 100	21,238,563	J. & J.	July '73 31	" pref. .... 100	4,024,474	J. & D.	Dec. '72 31	17th & 19th streets (Ph.) .... 50	500,000	J. & J.	Jan. '74 2
Chicago, R. I. & Pacific. .... 100	19,000,000	A. & O.	Apr. '74 4	Old Colony & Newport. .... 50	4,259,450	J.A.J.O.	Jan. '74 3	Sixth Avenue (N. Y.). .... 100	750,000	M. & N.	May '71 5
Cin., Ham. & Dayton. .... 100	3,500,000	A. & O.	Apr. '74 4	Oswego and Syracuse. .... 100	482,400	F. & A.	Feb. '74 4	Third Avenue (N. Y.). .... 50	1,170,000	F.M.A.N.	May '73 3
Cin., Sand. and Cleve. .... 50	2,980,550	— & —	Apr. '72 10s	Pacific of Missouri. .... 100	3,635,750	J.A.J.O.	Apr. '74 11	13th & 15th street (Ph.) .... 50	1,000,000	J. & J.	Jan. '74 2
" pref. .... 50	420,046	M. & N.	Nov. '73 3	Panama. .... 100	7,000,000	J.A.J.O.	Apr. '74 3	Somerville (Boston). .... 100	75,000	M. & N.	Nov. '73 3
Clev. Col., Cin. & Ind. .... 100	14,991,275	F. & A.	Aug. '73 31	Paterson and Hudson. .... 100	630,000	J. & J.	Jan. '74 4	South Boston. .... 100	400,000	J.A.J.O.	Apr. '74 21
Cleveland & Mahoning. .... 50	2,057,560	M. & N.	Nov. '73 31	Paterson and Newark. .... 100	500,000	J. & J.	Jan. '74 4	Union (Boston). .... 100	200,000	—	July '72 74
Cleveland & Pittsburgh. .... 50	11,236,150	F.M.A.N.	Feb. '74 11	Paterson and Ramapo. .... 100	543,000	J. & J.	Jan. '74 4	Union (Phila.). .... 100	400,000	J. & J.	Jan. '74 81
Col., Chic. & Ind. Cen. .... 100	13,000,000	F. & A.	Feb. '74 11	Pember & Hightstown. .... 50	342,150	J. & J.	Jan. '74 3	West Philadelphia. .... 50	400,000	J. & J.	Jan. '74 9
Columbus and Xenia. .... 50	1,788,800	M.J.S.D.	Mar. '74 2	Pennsylvania. .... 100	72,000,000	M. & N.	Dec. '78 5s				
Colum. & Hocking Val. .... 100	2,400,000	F. & A.	Feb. '74 5	Peoria & Bureau Val. .... 100	1,200,000	F. & A.	Feb. '74 4				
Concord. .... 50	1,500,000	M. & N.	Nov. '73 5	Philadelphia and Erie. .... 50	6,004,300	J. & J.	Jan. '74 4				
Concord and Ports. .... 100	850,000	F. & A.	Feb. '74 31	" pref. .... 50	2,400,000	J. & J.	Jan. '74 4	Chesapeake & Delaware. .... 50	1,983,553	J. & D.	June '73 3
Conn. & Passaic R. Riv. .... 100	2,100,000	F. & A.	Feb. '74 3	Phil. Ger. & Norristown. .... 50	1,626,250	M.J.S.D.	Dec. '73 3	Chesapeake and Ohio. .... 25	8,229,594	— & —	—
Connecticut River. .... 100	1,950,000	J. & J.	Jan. '74 3	Philadelphia & Reading. .... 50	32,634,376	J.A.J.O.	Apr. '74 21	Delaware Division. .... 25	1,833,350	F. & A.	Feb. '74 4
Cumberland Valley. .... 50	1,494,250	A. & O.	Apr. '74 4	" pref. .... 50	1,551,800	J.A.J.O.	Apr. '74 21	Delaware and Hudson. .... 100	15,000,000	F. & A.	Feb. '74 5
Danbury and Newl. .... 50	600,000	M. & N.	Nov. '73 5	Phila. and Trenton. .... 100	1,259,100	J.A.J.O.	Apr. '74 21	Delaware and Raritan. .... 100	5,847,400	J.A.J.O.	Apr. '74 21
Delaware. .... 50	1,830,941	J. & J.	Jan. '74 3	Phila., Wil. & Balt. .... 50	11,485,750	J. & J.	Jan. '74 4	Erie of Pennsylvania. .... 50	64,000	— & —	—
Del., Lackaw. & Westn. .... 50	18,568,850	J.A.J.O.	Apr. '74 21	Pittsb., Ft. W. & Chi. .... 100	19,714,280	J.A.J.O.	Apr. '74 11	Lehigh Coal & Navigat. .... 50	9,390,350	M. & N.	May '67 3
Detroit & Milwaukee. .... 50	8,221,410	— & —	—	" Special Imp. .... 100	2,000,000	J.A.J.O.	Apr. '74 11	Monongahela Navigat. .... 50	1,003,500	J. & J.	Jan. '73 3
" pref. .... 50	209,000	J. & J.	Dec. '69 7	Pittsfield & N. Adams. .... 100	410,000	J. & J.	Jan. '74 3	Morris (consolidated). .... 100	1,025,000	F. & A.	Aug. '72 2
Dubuque & Sioux City. .... 100	5,000,000	A. & O.	Apr. '74 31	Portland and Keenebec. .... 100	616,700	J. & J.	Jan. '74 3	" (preferred). .... 100	1,175,000	F. & A.	Aug. '72 5
East Pennsylvania. .... 50	1,309,200	J. & J.	Jan. '74 3	Yarmouth certificates. .... 100	202,400	A. & O.	Apr. '72 5	Pennsylvania. .... 50	4,337,950	— & —	—
East Mahanoy. .... 50	392,950	J. & J.	Jan. '74 3	Ford, Saco & Portland. .... 100	1,500,000	J. & J.	Jan. '74 3	Schuyl. Nav. (common). .... 50	1,908,207	F. & A.	Feb. '74 30c
Eastern (N. H.). .... 100	492,500	J. & J.	July '73 3	Providence & Worcester. .... 100	2,000,000	J. & J.	Jan. '74 5	" (pref.). .... 50	2,838,977	F. & A.	Feb. '74 30c
Elmira, Jef. & Canand. .... 100	500,000	F. & A.	Feb. '74 21	Raleigh and Gaston. .... 100	1,500,000	J. & J.	July '71 6	Susq. and Tide Water. .... 50	2,002,746	— & —	—
Elmira & Williamsport. .... 50	500,000	M. & N.	Nov. '73 21	Rensselaer & Saratoga. .... 100	6,000,000	J. & J.	Jan. '74 4	Union. .... 50	2,907,850	— & —	—
" pref. .... 50	500,000	J. & J.	Jan. '74 31	Roch. & Genesee Val. .... 110	557,500	— & —	—	" preferred. .... 50	—	—	—
Erie Railway. .... 100	75,000,000	—	—	Rome, Watert. and Ogd. .... 100	2,998,900	J. & J.	Jan. '74 31	W. Branch and Susq. .... 50	1,100,000	J. & J.	Jan. '65 -
" pref. .... 100	8,539,910	—	—	Rutland. .... 100	2,700,000	— & —	—				
Erie and Pittsburgh. .... 50	1,080,250	M.J.S.D.	Mar. '74 11	" preferred. .... 100	4,300,000	F. & A.	Feb. '74 31				
Fitchburg. .... 100	4,000,000	J. & J.	Jan. '74 4	St. Croix and Penobscot. .... 100	100,000	J. & J.	July '71 2				
Georgia. .... 100	4,158,000	J. & J.	Apr. '74 4	St. L. Alt. & T. Haute. .... 100	2,300,000	— & —	—				
Grand River Val. guar. .... 100	1,000,000	— & —	—	" pref. .... 100	2,040,000	May	May '68 7				
Grand Trunk, (Ca.). .... 100	14,387,946	A. & O.	Apr. '74 21								



## WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$8; Scrap Wrought, \$8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....	per ton 39	@ 39 50
Gartsherrrie.....	—	@ —
Glengarnock.....	38	@ 38 50
Eglinton.....	26 50	@ 27
Pig, American, No. 1.....	34	@ 35
Pig, American, No. 2.....	32	@ 33
Pig, American, Forge.....	27 50	@ 31
Bar, Reined, English and American.....	—	@ —
Bar, Swedes, assorted sizes.....	(gold) 137 50	@ 140

Bar, Swedes, ordinary sizes.....	100	@ 102 50
Bar, Swedes, Plow sizes.....	170	@ 172 50
Bar, Reined, 1 to 2 in. rd. & sq. 1 to 6	—	@ —
inch x 1 to 1 in.....	70	@ 72 50
Bar Reined, 1½ to 6 by 1 & 5-16 in.....	77 50	@ 80
Bar Reined, 1 & 1½ by 1 & 5-16.....	77 50	@ 80
Large Rounds, 2½ to 3½ @ 4 in.....	80	@ 100
Scroll.....	100	@ 135
Ovals and Half-round.....	100	@ 115
Band, 1 to 6 in. by 3-16 to No. 12.....	95	@ —
Horse Shoe.....	107 50	@ 110
Rods, 1½ to 16 inch.....	80	@ 130
Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14.....	110	@ 155
Nail Rod.....	per lb.	9 @ 9
Sheet Russia, as to assortment.....	(gold) 16½	@ 17
Sheet, Single, D. and T. Common.....	4½	@ 5½
Sheet, Double and Trebles, Charcoal.....	6	@ 7
Sheet Galvanized.....	List 10	per ct. disc.
Rails, English.....	(gold) 57	@ 59
Rails, American, at Works in Penna.....	c'y. 62 50	@ 65

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality).....	per lb.	17 @ — 21
English Spring (2d and 1st quality).....	—	9½ @ — 10½
English Bilster (2d and 1st quality).....	—	14 @ — 15½
English Machinery.....	—	@ — 14½
English German (2d and 1st quality).....	12½	@ — 14½
American Bilster.....	—	@ — 11½
American, Cast, Tool.....	—	@ — 17
American, Cast Spring.....	—	@ — 11
American Machinery.....	11½	@ — 12
American German Spring.....	—	@ —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence & Sheath per keg.....	3 90	@ 4 —
8d. and 9d. ".....	4 25	@ —
6d. and 7d. ".....	4 50	@ —
4d. and 5d. ".....	4 75	@ —
3d. and 4d. Light.....	5 50	@ —
3d. Fine.....	6 25	@ —
2d.....	7	@ —
Cut Spikes, all sizes.....	4 25	@ —

TIN—Duty: Pig, Bars and Block, FREE; Plate and Sheets and Terno Plates, 15 per cent. ad val.

Blanca.....	(gold) per lb.	25½ @ —
Straits.....	(gold) 24½	@ — 25
English.....	(gold) 23	@ — 23½
Plates—Fair to good brands.....	Gold.	—
I. C. Charcoal.....	per box 10	50 @ 11 —
I. C. Coke.....	8	@ — 8 50
Coke Terne.....	7	@ — 8
Charcoal Terne.....	9 25	@ 9 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk).....	7½	@ — 7½
Crude 40@47 gravity (in shipping order).....	11½	@ — 11½
Refined, Standard White (in ship's order).....	15½	@ — 16
Refined, S. W. (in jobbing lots).....	19	@ — 19½
Refined, S. W. (in tin).....	19	@ — 22
Naphtha, Refined (65@73 gravity).....	9	@ — 9½
Residuum.....	(in shipping order) per gall.	8 @ —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.....	—	@ 33
Copper, Bolts.....	—	@ 35
Copper, Braziers' (over 16 oz.).....	—	@ 35
Copper, Nails.....	—	@ 40
Copper, Old Sheathing, &c., mixed lots.....	22½	@ 25
Copper, American Ingot Lake.....	24½	@ 25
Copper, English Pig.....	—	@ 24½
Yellow Metal, New Sheathing & Bronze.....	—	@ 24
Yellow Metal, Bolts.....	30	@ —
Yellow Metal, Nails, Sheathing & Slating.....	—	@ 24

LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....	(gold) per 100 lb.	6 50 @ 6 62½
German Ordinary.....	(gold) 6 50	@ 6 62½
English.....	(gold) 6 62½	@ 6 75
Foreign Refined.....	(gold) 7	@ 7 12½
Domestic.....	(gold) 6 20	@ 6 25
Bar.....	8 50	@ —
Pipe.....	9	@ —
Sheet.....	9	@ —

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	11	@ —
Liverpool House Cannel.....	18	@ —
Anthracite (by cargo).....	per ton of 2,000 lb.	5 @ 6 —

## Movements of Produce at New York.

Receipts of certain articles of domestic produce at the port of New York for three months from January 1st:

	1873.	1874.
Ashes, bbls.....	1,826	1,893
Breadstuffs—		
Wheat flour, bbls.....	554,390	972,287
Cornmeal, bbls.....	76,165	61,949
Wheat, bush.....	1,053,970	7,218,090
Rye, bush.....	2,173	206,189
Oats, bush.....	1,993,451	1,955,449
Barley and malt, bush.....	351,412	393,606
Peas, bush.....	12,725	71,049
Corn, bush.....	1,283,527	2,989,188
Cotton, bales.....	281,694	337,291

Naval Stores—		
Crude turp, bbls.....	3,085	3,158
Spirits turp, bbls.....	15,552	14,893
Rosin, bbls.....	135,076	77,488
Tar, bbls.....	11,792	23,407
Pitch, bbls.....	790	726

Provisions—		
Pork, pkgs.....	60,539	51,242
Beef, bbls.....	11,283	11,054
Cutmeats, pkgs.....	290,487	160,233
Butter, pkgs.....	140,261	175,264
Cheese, pkgs.....	121,237	104,827
Lard, tcs. and bbls.....	187,162	118,006
Do., kegs.....	10,279	11,583
Whiskey, bbls.....	48,912	59,331

Exports from New York to foreign ports of certain leading articles of domestic produce for three months from January 1st:

	1873.	1874.
Ashes—Pots, bbls.....	353	513
Do. pearls, bbls.....	11	16
Beeswax, lbs.....	30,693	40,929
Breadstuffs—		
Wheat flour, bbls.....	277,552	568,589
Rye flour, bbls.....	1,602	1,818
Cornmeal, bbls.....	39,505	38,173
Wheat, bush.....	977,987	6,942,260
Rye, bush.....	1,004	220,784
Oats, bush.....	5,804	35,298
Barley, bush.....	11,830	.....
Peas, bush.....	16,900	58,874
Corn, bush.....	3,085,171	2,887,114
Candles, bxs.....	13,098	16,927
Coal, tons.....	18,995	12,816
Cotton, bales.....	140,735	148,003
Hay, bales.....	8,161	7,278
Hops, bales.....	4,331	128
Naval Stores—		
Crude turp, bbls.....	12	800
Spirits turp, bbls.....	4,686	2,351
Rosin, bbls.....	85,255	75,299
Tar, bbls.....	1,931	10,860
Pitch, bbls.....	835	1,128
Oils—whale, galls.....	281	25,585
Do., sperm, galls.....	77,007	112,753
Do., lard, galls.....	62,227	15,220
Do., linseed, galls.....	4,754	892
Petroleum, galls.....	20,569,507	26,290,790
Provisions—		
Pork, bbls.....	49,832	66,083
Beef, bbls.....	10,646	9,176
Do., tcs.....	21,507	14,549
Cutmeats, lbs.....	152,240,127	96,690,508
Butter, lbs.....	849,312	627,010
Cheese, lbs.....	7,201,742	8,652,000
Lard, lbs.....	65,586,413	46,142,657
Rice, tcs.....	—	25
Do., bbls.....	3,832	20,537
Tallow, lbs.....	15,010,197	14,786,166
Tobacco, hhds.....	9,807	10,018
Do., crude, pkgs.....	12,354	24,669
Do., manf., lbs.....	1,745,912	1,770,122
Whalebone, lbs.....	88,574	25,119

The "Finance Bill" which passed the U. S. Senate on the 6th inst., and the House of Representatives on the 16th, was vetoed by the President on the 22nd.

## A Remarkable Record.

PHILADELPHIA AND READING RAILROAD CO., }  
CRESSONA STATION, March 2d, 1874. }  
MESSRS. RIEHLE BROTHERS,  
650 North Ninth street, Philadelphia:

GENTLEMEN—I take great pleasure in recommending your track scales, and consider them superior to any of the kind in the country for accuracy and durability. From July 1st, 1866, to Jan. 1st, 1874, we have weighed 11,330,645.11 tons of coal, which, added to the 8,000,000 tons previously weighed, will make in round numbers to date, 19,000,000 tons. Within the last 10 years the scale has been re timbered twice, and the bearings sharpened once, and they are good for at least 10 years more.

Yours respectfully,

(Signed,) A. ROBINSON, Weighmaster.

This make of scale having been thoroughly tried is daily gaining favor. Messrs. RIEHLE Bros. have just put in four new scales for the Pennsylvania Railroad Co., at their elevator, Washington street wharf, Philadelphia, and also two railroad track scales for the Philadelphia and Reading Railroad Company, and one at New Bedford, Mass. These works are a credit to Philadelphia, and are constantly increasing in size and influence.

## To Washington in Seven Hours.

The Pennsylvania Railroad Company have commenced running a new through train from New York to Washington, consisting exclusively of parlor cars, to be known as the "Limited Express." It stops only at Newark, Trenton, Philadelphia and Baltimore, leaving Jersey City at 9.30 A. M., and goes through in seven hours. A dining-room car is to be added next week. An additional fare of \$2 50 is added.

The Walla Walla Statesman of 28th March says that "work on the railroad up to the crossing of the Touchet is completed, and on Thursday last the locomotive for the first time crossed that stream. This comprises fully half the distance to the landing, and overcomes all the bad part of the road. Cars are now ready to transport all the freight that may offer to the river, and when navigation is resumed on the Columbia river passengers will make the first sixteen miles of land travel by rail."

We learn from the Salinas Index that the preliminary survey of the Monterey and Salinas Narrow-gauge Railroad has been completed, and the report of the engineers is highly favorable. The road will be about eighteen miles in length, and the contour of the country is such that there will be but little heavy grading and few deep cuts to be made.

The Central Improvement Company of Pennsylvania have a contract for making the Shenandoah Valley Railroad, from Shepherdstown, West Virginia, to the Chesapeake and Ohio Railroad, in Augusta county, Va., a distance of one hundred and thirty-three miles, of which about sixty miles have been graded, and are now nearly ready for the cross ties and railing.

The Portsmouth and Dover Railroad seems to be getting its full share of business. There are six passenger trains daily over the line, connecting with the Eastern Railroad at Portsmouth, and persons familiar with the travel say that the number of passengers carried is unusually large. There are also two freight trains daily, and these seem to be doing a paying business.

## AMERICAN RAILROAD BOND LIST.

\* Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6*	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	90
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,600,000	7	Jan. & July.	New York.	1888	103 1/2	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	97	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92 1/2	1st Mortgage coin or stg skg Pd..	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	70
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,068,350	7	April & Oct.	Boston.	1893	97 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1890	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	98 1/2
Allioghny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	92 1/2	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	97 1/2
Special Mortgage to Penn.....	3,500,000	6	" "	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	98 1/2
Androscoggin:							Stock (common) Bonds.....	1,377,840	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	100
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	50
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	43 1/2	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	....	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	59	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	20,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	Camden.	1879	98 1/2
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (255 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R.R.)	404,000	7	May & Nov.	" "	1888	....	1st Mort. (skg fd) for \$2,750,000..	.....	7	" "	New York.	....	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg fd) d for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	67 1/2
1st Mort. (gold) for \$5,000,000...	.....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C.B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000.....	.....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	101 1/2
Atlantic and Pacific:							Chattel Mortgage.....	158,350	5	" "	" "	'80-'89	61
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1853...	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
2d Mortgage (sterling) of 1864...	1,499,968	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line)....	1,377,000	7	Jan. & July.	" "	1907	77 1/2
3d Mortgage (sterling) of 1871...	712,932	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C. & N.W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" "	" "	1894	87 1/2
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 3d Div. \$16,000 p.m.	2,332,000	7	May & Nov.	" "	1916	83 1/2
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1855-'76.....	857,250	6	Jan. & July.	Baltimore.	1875	100 1/2	1st Mort. (Atch. & Pike's Peak)...	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1860-'80.....	679,500	6	" "	" "	1880	98 1/2	2d Mortgage Govern't subeidy.	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1853-'90.....	1,710,500	6	April & Oct.	" "	1885	97 1/2	Central of Georgia:						
Loan of 1855-'90 (Balt.) skg fd..	3,461,146	6	Jan. & July.	" "	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-'96 (atg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....	Central of Iowa:						
Loan of 1872-'1902 (atg.) S. F.	9,498,016	6	" "	" "	1902	....	1st Mortgage, gold, \$16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92	2d Mortgage, gold, \$4,000 p.m.	812,000	7*	April & Oct.	" "	1901	....
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	190
1st Mortgage (R. R.) gold guar...	3,500,000	6*	April & Oct.	" "	1911	....	Convertible bonds of 1872.....	3,612,700	7	" "	" "	1902	103
Bangor and Piscataquis:							New Mortgage for \$5,000,000...	5,000,000	7	Feb. & Aug.	" "	1890	106 1/2
1st Mortgage (Bangor loan).....	60,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	89
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	95
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	101
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
Belleville and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort., guar. by St. L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	97	1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	San Francisco	1890	....
Beloit and Madison (C. & N.W.):							1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. & )	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (A. Co. and )	499,500	6	March & Sept.	Princeton.	1885	83	Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	82 1/2	Charlotte, Columbia & Augusta:						
Blue Ridge, (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chartiers:						
Boston and Albany:							1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105 1/2	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage (Agricultural													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1887	70
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	714
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104	1st Mort. (San. Day. & Cin.) S.F.	\$88,000	6	Feb. & Aug.	Boston.	1900	761
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1883	106 1/2	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	894
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	95	Cincinnati and Springfield:						
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90	1st Mortgage for \$2,000,000(guar)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mort. ( " )	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort.(Ind.Div.) for \$6,000,000	6,000,000	7	" & "	New York.	1901	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	1107	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1889	....	1st Mortgage for \$16,000 p. m...	16,000	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold...	941,000	4 1/2	July.	Frankfort.	1896	97	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	103
Loan of 1872.....	6,953,225	7	Jan. & July.	Boston.	1896	97	1st Mort. (C., C. and C. R. R.)...	272,000	7	June & Dec.	" "	1873-84	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)...	514,000	7	Jan. & July.	" "	1895	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.)...						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98 1/2	1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	98 1/2	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Queincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99 1/2	Clev., Mt. Vernon and Delaware:						
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	93	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.....	990,000	8	April & Oct.	" "	1890	100	Cleveland and Pittsburg (Pa.Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	1021
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	1022
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	894
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	628,000	7	May & Nov.	" "	1900	95
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	90	1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Chicago, Dubuque & Minnesota:							Columbus, Chicago & Ind. Cent.:						
1st Mortgage guar. \$25,000 p. m...	4,100,000	8	June & Dec.	Boston.	1896	41	1st Mortgage Consol. skg fund...	15,344,750	7	April & Oct.	New York.	1908	84
Chicago and Illinois Southern:							2d Mortgage Consol. skg fund...	3,679,900	7	Feb. & Aug.	" "	1909	63
1st Mortgage for \$19,000 p. m...	1,750,000	8	March & Sept.	New York.	1900	....	Columbus, Springfield and Cin.:						
Chicago and Iowa:							1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	92 1/2	Columbus and Hocking Valley:						
Chicago, Iowa and Nebraska:							1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Chicago and Northwestern:							Columbus and Xenia:						
Preferred sinking fund (193 m.)...	1,245,500	7	Feb. & Aug.	New York.	1885	102 1/2	1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
Funded coupons (193 m.).....	750,000	7	May & Nov.	" "	1883	99 1/2	Connecticut and Passumpsic Riv.:						
General 1st Mortgage (193 m.)...	3,588,000	7	Feb. & Aug.	" "	1885	101	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	98 1/2
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89	Notes payable, conv. at par	584,000	7	" "	" "	1876	100
Green Bay Ext. (26 m. & 76,000 ac.)	284,000	7	" "	" "	1885	89	1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	Connecticut River:						
1st Mort. (Gal. & Chic. 248 m.)...	1,775,000	7	Feb. & Aug.	" "	1882	102 1/2	1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1873	....
2d Mort. (Gal. & Chic. 248 m.)...	938,000	7	May & Nov.	" "	1875	100	Connecticut Valley:						
Miss. Riv. Bridge ( " ).....	200,000	7	Jan. & July.	" "	1884	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Elgin & State Line ( " ).....	129,500	7	" "	" "	1878	....	Connecticut Western:						
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Consol. skg fund (C. & N.W. R'y)	3,105,000	7	F. M. A. & N.	" "	1915	90	Connecting (Philadelphia):						
Consol. gold bonds for \$48,000,000	4,534,000	7*	June & Dec.	" "	1902	84 1/2	1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1887	87
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....	Cowanesque Valley:						
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
3d Mort. ( " ) guar.....	9,500	7	June & Dec.	" "	1898	....	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	94	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....	2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Chicago & Northern Pac. Air-Li.:							Cumberland Valley:						
1st Mort. (skg f'd gold \$25,000/pm)	1,350,000	7*	June & Dec.	New York.	1902	....	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Chicago & Mich. Lake Shore:							2d Mortgage.....	108,500	8	" "	" "	1908	....
1st Mort. of Sept. 1, '69, \$16,000/pm	1,350,000	8	May & Nov.	New York.	1889	77	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
1st Mort. of Nov. 1, '71, \$16,000/pm	1,350,000	8	March & Sept.	" "	1891	....	Danbury and Norwalk:						
Chicago, Omaha and St. Joseph:							1st Mortgage of July 1, 1860...	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage for \$8,000,000.....	8,000,000	7*	June & Dec.	New York.	1901	....	1st Mortgage of July 1, 1870...	200,000	7	" "	" "	1890	....
Chicago and Paducah (C. B. & Q.):							Danv., Hazleton & Wilkesbarre:						
1st Mortgage \$26,000 p. m. gold...	700,000	7*	Feb. & Aug.	Boston.	1901	....	1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Chi., Pekin & Southw'n (C.B. & Q.)							Davenport and St. Paul:						
1st Mortgage for \$1,600,000 gold.	1,600,000	7*	Feb. & Aug.	Boston.	1901	....	1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Chicago, Rock Island and Pacific:							Dayton and Michigan (C.H. & D.):						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
1st Mort. skg fund (C. R. I. & Pac.)	8,000,000	7	" "	" "	1896	105 1/2	2d Mortgage, guar.....	443,000	7	March & Sept.	" "	1887	....
Chi. & Southw'n (C. R. I. & Pac.)							3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....	Toledo Depot bonds guar.....	106,500	7	March & Sept.	" "	1891-94	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Dayton and Union:						
Chicago & Wisconsin Midland:							1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
1st Mort. g'd skg f'd for \$41,000,000	41,000,000	7*	Jan. & July.	New York.	1902	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Chicago and Superior:							Income Bonds.....	252,445	6	" "	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.										

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$1,170,000	8	Jan. & July.	New York.	1891	79 1/2	1st Mortgage.	\$477,083	7	May & Nov.	Boston.	1891	90
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$10,000 p. m. guar.	300,000	8	Jan. & July.	" "	1891	70	1st Mortgage gold.	250,000	6*	April & Oct.	Baltimore.	1900	...
2d Mortgage.							Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.	1,785,000	7	Feb. & Aug.	New York.	1882	102 1/2
1st Mortgage (consolidation).	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.	945,000	7	May & Nov.	" "	1875	00
Detroit and Milwaukee:							Elgin and State Line Purchase.	135,000	6	Jan. & July.	" "	1878	...
1st Mortgage, (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	...	Mississippi Bridge	200,000	7	" "	" "	1884	...
2d Mortgage ( " )	1,000,000	8	" "	" "	1875	...	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	" "	1875	...	Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	1872-80	...
2d Funded Coup. ( " )	375,734	7	" "	" "	1875	...	Glenn, Clinton & Springfield:						
Oakl. & Ottawa R.R. stg. bonds.	150,867	6*	May & Nov.	London.	1873	...	1st Mortgage gold.	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	...
Detr. & Pontiac R.R. bonds.	250,000	7	" "	New York.	1873	...	2d Mortgage gold.	1,000,000	8*	Jan. & July.	" "	1892	...
Detr. & Pontiac R.R. bonds.	250,000	8	Feb. & Aug.	" "	1886	...	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.Sh. & M.S.)							1st Mortgage.	226,500	7	Jan. & July.	New York.	1888	...
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	100	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	...
1st Mortgage tax free.	894,000	7	Jan. & July.	New York.	1883	94 1/2	1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	...
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen.	100,000	7	April & Oct.	New York.	1883	...	1st Mort., assumed by Lessees.	1,500,000	8	Jan. & July.	New York.	1886	...
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	...	2d Mortgage, guar. by Lessees.	500,000	8	March & Sept.	" "	1879	96 1/2
Dunkirk, Warren and Pittsburg:							Grand Trunk (Can.):						
1st Mortgage gold tax free.	1,100,000	7*	June & Dec.	New York.	1900	...	Equipment Bonds \$500,000.	2,500,000	6*	April & Oct.	London.	...	...
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500	1,350,000	6*	" "	" "	...	...
1st Mortgage Jan. 1, 1868.	1,500,000	7	Jan. & July.	New York.	1908	...	Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	" "	...	...
East Alabama and Cincinnati:							1st Preference Bonds \$2,838,335.	14,191,675	5*	Jan. & July.	" "	...	...
1st Mort. end. \$10,000 p.m. by Ala.							2d Preference Bonds \$1,685,765.	8,428,425	5*	" "	" "	...	...
East Brandywine & Waynesburg:							Provincial Debenture \$3,111,500	15,557,500	...		Ottawa.	...	...
1st Mortgage.	140,000	7	Jan. & July.	Philadelphia.	1885	...	Great Western of Canada:						
2d Mortgage.	35,000	8	" "	" "	1873	...	Perpetual Debentures Stock.	227,273	5	Jan. & July.	London.	perp.	...
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds.	1,384,117	4	" "	" "	1872-73	...
1st Mortgage, guaranteed.	405,000	7	March & Sept.	Philadelphia.	1888	101	Common ( " ) Bonds.	2,993,975	6	May & Nov.	" "	1873-76	...
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.	2,662,067	5 1/2	April & Oct.	" "	1877-78	...
1st Mortgage.	870,000	6	Jan. & July.	New York.	1876-86	...	Common ( " ) Bonds.	4,867	5	" "	" "	1881	...
East Tenn. & Vir. (E.T.V. & Va.):							Common ( " ) Bonds.	3,650,000	6	June & Dec.	" "	1890	...
1st Mortgage, endorsed.	175,000	6	Jan. & July.	New York.	1886	...	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	181-86	60
1st Mort., skt fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	90	1st Mortgage not guaranteed.	376,766	7	" "	" "	181-86	...
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1892	383,000	6*	Jan. & July.	London.	1872	...	1st Mortgage.	130,000	7	May & Nov.	New York.	1889	...
Loan of 1864-74	750,000	6	Feb. & Aug.	Boston.	1874	99	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	" "	1876	94	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	...
Loan of 1865-85.	160,000	6	April & Oct.	" "	1885	...	Hannibal and Naples (T.W. & W.):						
Loan of 1868-88.	500,000	6	March & Sept.	" "	1888	91	1st Mortgage.	675,000	7	May & Nov.	New York.	1898	80
Loan of 1869-89.	1,000,000	6	May & Nov.	" "	1889	90	2d Mortgage.	225,000	7	Jan. & July.	" "	1890	...
Loan of 1872-82.	1,500,000	7	March & Sept.	" "	1882	92	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.	1,000,000	7	May & Nov.	New York.	1890	87 1/2
1st Mortgage.	400,000	6	Jan. & July.	Baltimore.	1880	...	2d Mortgage.	250,000	7	Feb. & Aug.	" "	1890	...
2d Mortgage.	180,000	6	April & Oct.	" "	1886	...	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							1st Mortgage.	1,500,000	6	Jan. & July.	New York.	1871-77	91
1st Mortgage, convertible.	3,000,000	8	March & Sept.	New York.	1890	...	Missouri State Loan.	1,500,000	6	" "	" "	187-88	...
Elmira and Williamsport (N. Cen.):							Six years Mortgage bonds (222m)	5,000	10	" "	" "	1872	...
1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	99 1/2	Five years' notes (277 m.)	139,309	8	Various.	" "	1874	...
Income Mortgage guaranteed.	570,000	5	April & Oct.	" "	1872	60	Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	81
Erie Railway:							1st Mort. (Q. & Palm R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	...
1st Mortgage convertible.	2,485,000	7	May & Nov.	New York.	1897	105	1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	" "	1886	99 1/2
2d Mortgage convertible.	2,174,000	7	March & Sept.	" "	1879	100	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	...
3d Mortgage.	4,582,000	7	" "	" "	1883	98	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	...
4th Mortgage convertible.	2,937,000	7	April & Oct.	" "	1880	96 1/2	Harlem Extension:						
5th Mortgage convertible.	709,500	7	June & Dec.	" "	1888	97	1st Mortgage.	4,000,000	7	Jan. & July.	New York.	1890	...
Buffalo Branch, 1st mortgage.	182,600	7	Jan. & July.	" "	1891	...	Harriburg & Lancaster:						
Sterling Loan (\$1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...	1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	93
Consol. Mort. for \$30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	...	Hartford and New Haven:						
Convertible bonds.	8,000,000	7	" "	" "	...	...	1st Mortgage.	580,000	6	Jan. & July.	Hartford.	1873	...
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.	1,000,000	7	April & Oct.	New York.	1901	...	1st Mort. (R. L. 26.32 m.) skt fund	481,000	7	Jan. & July.	Providence.	1876	...
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) skt f d.	1,574,500	7	" "	Hartford.	1876	...
1st Mortgage.	372,800	7	Jan. & July.	New York.	1882	...	Holly, Wayne & Monroe (F. & P.M.):						
2d Mortgage.	115,200	7	March & Sept.	" "	1890	...	1st Mortgage guar., tax free.	1,000,000	8	Jan. & July.	New York.	1901	...
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	...	Holyoke and Westfield:						
Equipment Mortgage.	600,000	7	April & Oct.	" "	1890	...	1st Mortgage.	200,000	7	April & Oct.	Boston.	1891	...
European & N. American (Mo.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	...	1st Mortgage sinking fund.	191,000	7	Jan. & July.	Brpt. & Bost.	1877	...
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87	2d Mortgage.	100,000	7	Feb. & Aug.	" "	1885	...
Evansville and Crawfordsville:							3d Mortgage of 1869.	100,000	6	April & Oct.	" "	1889	...
1st Mortgage (main line) skt fund	1,004,000	7	Jan. & July.	New York.	1889	...	Houston and Texas Central:						
1st Mortgage.	160,000	7	March & Sept.	" "	1889	...	1st Mortgage L.G. skt fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
1st Mort. (Rockville Extension).							Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.	200,000	7	Feb. & Aug.	New York.	1870	...
1st Mortgage, gold.	1,000,000	7	Jan. & July.	New York.	1897	...	2d Mortgage, sinking fund.	1,894,000	7	June & Dec.	" "	1885	106
Evansville, Terre Haute & Chi.:							3d Mortgage.	180,000	7	May & Nov.	" "	1875	104
1st Mortgage.	750,000	7*	May & Nov.	New York.	1900	...	Hudson Connecting (NY & OMid):						
Full River, Warren & Providence:							1st Mortgage gold.	400,000	7*	May & Nov.	New York.	1902	...
1st Mortgage.	200,000	7	Jan. & July.	Providence.	1892	...	Huntingdon and Broad Top Mt.:						
Int and Pere Marquette:							1st Mortgage gold.	416,000	7*	April & Oct.	Philadelphia.	1890	101 1/2
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	...	2d Mortgage.	267,500	7	Feb. & Aug.	" "	1875	94
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	...	3d Mortgage (Consol.)	1,251,000	7	April & Oct.	" "	1896	66
" 3d series (52,091) x.f.	2,046,000	8	March & Sept.	" "	1888	...	Illinois Central:						
R. & Holly lease, S.F. 25 000 p. a.)	470,000	10	May & Nov.	" "	1888	...	Construction bonds, cur. skt f'd.	2,742,000	7	April & Oct.	New York.	1875	103
Construction Loan.	105,000	8	" "	" "	1876	...	Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	...
Florida:							Redemption bonds, currency.	2,500,000	6*	" "	New York.	1880	...
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	...	Redemption bonds, sterling.	2,500,000	6*	" "	London.	1875	...
Flushing & North Side (L. I.):							Indiana and Illinois Central:						
1st Mortgage.	1,025,000	7	May & Nov.	N. Y. & Lond.	1870	...	1st Mortgage gold.	3,500,000	7*	Jan. & July.	New York.	1901	...
Yonda, Johnston & Gloversville:							Indiana North and South:						
1st Mortgage.	300,000	7	Jan. & July.	New York.	1890	...	1st Mortgage for \$22,500 p.m. g'd	...	7*	April & Oct.	New York.	1901	...
Fort Scott, Humboldt & Western:							Indianapolis, Blooming. & West.:						
1st Mortgage \$20,000 p. m.	...	8	Jan. & July.	New York.	1891	...	1st Mortgage gold.	5,000,000	7*	April & Oct.	New York.	1900	80
Fort Wayne, Jackson & Sept.:							2d Mortgage.	1,500,000	8	Jan. & July.	" "	1890	81
1st Mortgage traffic guarantee.	500,000	8	Jan. & July.	New York.	1889	...	Indianapolis & Vincennes:						
2d Mortgage (Equipment).	30,000	8	April & Oct.	" "	1891	...	1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	...
Fort Wayne, Muncie & Cin.:							2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
1st Mortgage gold.	1,800,000	7*	April & Oct.	Boston.	1899	...	International (Texas)						
2d Mortgage.	500,000	8	Jan. & July.	" "	1899	...	1st Mort. gold, skt fund tax free	16,000pm	7	April & Oct.	New York.	1901	



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1868	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,600,000	7	April & Oct.	New York.	1879	....
1st Mortgage (I. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....	Consol. registered July 1, 1870..	4,132,000	7	J. A. J. & O.	" "	1890	96
1st Mortgage ( " ) of 1869	1,566,000	7	June & Dec.	" "	1899	....	Consol. coupon July 1, 1870.....	1,000,000	7	Jan. & July.	" "	1890	97
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.....	235,000	7	April & Oct.	" "	1882	....
1st Mortgage.....		7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '80	1,500,000	7	" "	" "	1890	95
1st Mortgage.....	2,000,000	7	March & Sept.	" "	1916	....	Sunbury July 1, 1854.....	500,000	7	Jan. & July.	" "	1874	....
1st Mortgage.....		7	April & Oct.	" "	1916	....	Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	" "	" "	1880	100
2d Mortgage.....	1,000,000	7	" "	" "	1900	....	3d Mort. Oct. 1, '81	1,000,000	7	April & Oct.	" "	1892	95
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....	Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	103
Iowa Eastern:							Mort. April 1, 1866	800,000	7	April & Oct.	" "	1886	98
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M.S. & N.J.	5,256,000	7	May & Nov.	" "	1885	103
Iowa Falls & Sioux City (Ill. Con.)							2d Mort. Oct. 31, 1857	2,693,000	7	" "	" "	1877	102
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	81	Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862	200,000	7	Jan. & July.	" "	1882	98
1st Mort., \$16,000 guar.....		8	Feb. & Aug.	New York.	1900	91	Mort. Sept. 1, 1863	300,000	7	March & Sept.	" "	1886	....
Ironton (Penn.):							Mort. April 1, 1866	3,000,000	7	April & Oct.	" "	1898	96
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	100
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	97	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	" "	" "	1887	....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	99	1st M. July 1, '68 (Kal. All. & Gr.R.)	840,000	8	" "	" "	1888	95
2d Mortgage.....	500,000	8	March & Sept.	" "	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	" "	1890	98	2d Mort. Jan. 1, 1869	500,000	7	June & Dec.	" "	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philad lphia.	1895	....
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	Leavenworth, Lawr. & N. West'n:						
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....	1st Mort. guar. by Pac. of Mo....	355,000	7	Feb. & Aug.	New York.	1899	....
Jefferson (Erie):							Leaven, Lawrence & Galveston:						
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
2d Mort. ( " ).....	94,000	7	" "	" "	1889	....	Lehigh and Lackawanna:						
1st Mort. (Carbondale Section).....	2,000,000	7	" "	" "	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	..	1st Mortgage (old loan).....	.....	6	May & Nov.	Philadelphia.	1873	....
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	" "	1898	100
1st Mortgage (Ind. & Md.) guar.	397,000	7	May & Nov.	" "	1882	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	" "	1910	103
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....	Lexington & St. Louis (P. of Mo.)						
Joliet and Chicago (C. & Alton):							1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	107	Little Miami:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Street Connection Bonds.....	500,000	6	Jan. & July.	" "	1894	....
Junction (Cin. & Indianapolis):							Little Rock and Fort Smith:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
2d Mortgage.....	795,000	7	March & Sept.	" "	1893	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	" "	1900	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....	Little Schuylkill (Phila. & Rdg.):						
Junction, Philadelphia:							1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	99
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Logansport, Crawf. & S'westn Ind.						
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	" "	1900	90	1st Mortgage gold.....	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Junction and Breakwater:							Long Br. and Sea Shore (N.J. So.):						
1st Mort. guar. by Delaware.....	400,000		Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
Kalamazoo, Allegan & Gr. Rapids:							Long Dock (Erie):						
1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95	1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	99
Kalamazoo and Schoolcraft:							Long Island:						
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	98
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage guar. by Lessee...	640,000	8	May & Nov.	Boston.	1889	100	1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
Kalamazoo & White Pigeon:							General Mortgage.....	775,000	7	" "	" "	1899	....
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	90	Louisville & Miss. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	Louisville, Cincinnati and Lexington:						
2d Mort. ( " ).....	150,000	10	" "	" "	1878	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (St. Jo. & C.B. 78 m.) ev. t. fr.	1,400,000	10	March & Sept.	" "	1892	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	" "	1900	....
2d Mort. ( " ).....	1,000,000	8	June & Dec.	" "	1874	....	Louisville and Nashville:						
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	73-76	91
1st Mort. ( " ).....	1,000,000	7*	" "	" "	1893	....	1st Mortgage (Memph Br. 43.37 m.)	139,000	7	May & Nov.	" "	72-75	....
Consolidated Mort. (260m.) conv.	687,000	8	March & Sept.	" "	1892	....	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	" "	" "	80-86	....
Kansas City & Santa Fe (L.L. & G.):							Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	88
1st Mortgage guar. by Lessee...	2,000,000	10	May & Nov.	Boston.	1900	....	Louisv., N. Al. & St. Lo. Air-Line						
Kansas Pacific:							1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	" "	New York.	1901	....
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	88-91	....
1st Mort. (2d Div. 253.94 m.) gold	4,066,000	6*	June & Dec.	" "	1899	60	1st Mortgage not guaranteed...	100,000	7	" "	" "	1890	....
1st M. (3d Div. 244.86m. & 3,000,000 ac.)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....	Macon and Brunswick:						
1st Mortgage (1,000,000 acres)...	245,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mortgage (2,000,000 acres) gold	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1896	....	1st Mort. ".....	600,000	7	May & Nov.	" "	1900	....
2d Mortgage on do. gold.....	1,500,000	7*	March & Sept.	" "	1896	....	2d Mortgage.....	1,100,000	7	April & Oct.	" "	1883	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1899	....	Equipment Mortgage.....	150,000	7	" "	" "	1879	....
2d Mortgage (Gov't Subsidy)...	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Macon and Western:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	" "	1916	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	.....	1880	....
Kent County (Del.):							Maine Central:						
1st Mortgage for \$500,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	Consolidated Mort. for \$7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
Kentucky Central:							\$1,100,000 Loan, tax free.....	746,360	7*	Jan. & July.	" "	1898	94
2d Mortgage (Cov. & Lex.) 1883.	844,000	7	March & Sept.	New York.	1883	....	Bangor (P. & K.) Loan.....	514,000	6	April & Oct.	" "	1875	....
3d Mortgage (Kent. Cen.) 1885.	237,000	7	June & Dec.	" "	1885	....	Extension (gold) Loan.....	491,000	6	" "	" "	1900	87
Keok., Iowa C. & Minn. (T.W. & W.):							\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Feb. & Aug.	" "	90-91	....
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....	1st Mortgage (Ken. & P.).....	217,300	6	April & Oc.	Augusta.	1885	....
Keokuk and St. Paul (C.B. & Q.):							Consolidated (P. & K.) Loan.....	1,149,300	6	" "	Boston.	1895	....
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	98	1st Mortgage (S. & K.).....	300,000	6	June & Dec.	" "	1874	....
Lackawanna & Bloomsb. (DL & W.):							2d Mortgage ( " ).....	260,000	6	" "	" "	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	1st Mortgage (L. & F.).....	633,000	6	Jan. & July.	" "	1891	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	" "	1885	....	Bath (Androscoggin) Loan.....	425,000	6	" "	" "	1891	....
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....	Mansfield & Framing. (B.C. & F.):						
2d Mortgage (Extension).....	200,000	7	May & Nov.	" "	1890	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	89
Income Mortgage.....	250,000	7	Jan. & July.	" "	1881	....	Marietta and Cincinnati:						
La Crosse, Trempealeau & Prescott:							1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mort. assumed by C. & N. W.	1,000,000	10	" "	New York.	1877	....	1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	100
Laif., Blooming. & Miss. (T.W. & W.):							2d Mortgage Dollar.....	2,500,000	7	May & Nov.	" "	1896	92
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	75	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	" "	1890	78
Laif., Muncie & Bloom. (T.W. & W.):							1st Mort. (Scioto & H. Val. R.R.)	300,3					

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.				Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.			
			When.	Where.									When.	Where.					
Maryland and Delaware:										Nashville and Chattanooga:									
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	30				1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....			
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....				Nashville and Decatur (L. & N. S.)									
Massillon & Cleve. (C. M. V. & D.)										1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85			
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....				2d Mortgage gold .....	500,000	6*	April & Oct.	Nashville.	1887	....			
Mayville and Lexington:										Naugatuck:									
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....				1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....			
Memphis and Charleston:										Newark & New York (Cen. N. J.)									
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	80				1st Mortgage guar. & Straitsville:	600,000	7	Jan. & July.	New York.	1891	....			
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....				Newark, Somerset & Straitsville:									
Memphis and Little Rock:										1st Mortgage gold.....	500,000	7*	May & Nov.	New York.	1889	....			
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....				New Brunswick and Canada:									
Michigan Air Line:										1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1887	....			
1st Mortgage (K. Div.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	101 1/2				Newburg & New York (Eric):									
Michigan Central:										1st Mortgage for \$500,000.....		7	Jan. & July.	New York.	1889	....			
1st Mortgage, convertible.....	556,000	8	April & Oct.	New York.	1882	....				New H. Middle'n & Williman:									
1st Mortgage, sinking fund conv.	2,179,000	8	"	"	1882	10 1/2				1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....			
Trust Mortgage for \$10,000,000..	7,000,000	7	Jan. & July.	"	1902	98				New Haven & Northampton:									
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	May & Nov.	"	1890	102 1/2				1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1889	....			
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....				Convertible .....	400,000	6	April & Oct.	"	1880	....			
2d Mort. ( " " ) guar.	500,000	8	March & Sept.	"	1879	94 1/2				Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....			
1st Mort. (Kal. & So. Hav.) f. guar	640,000	8	May & Nov.	"	1889	100				New Jersey Sea United Company:									
2d Mort. ( " " ) guar.	70,000	8	"	"	1889	....				New Jersey Midland (N.Y. & O.M.):									
Michigan Lake Shore:										1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....			
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....				2d Mortgage currency.....	1,500,000	7	"	"	1881	....			
Middletown, Unionv. & W. Gap (E.):										New Jersey Southern:									
1st Mortgage tax free .....	225,000	7	May & Nov.	New York.	1886	....				1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	43			
Midland of Canada:										1st Mortgage (Tom's Riv. Br.)...	120,000	7	March & Sept.	"	1888	....			
1st Mortgage sterling £235,000..	1,143,067	6*	May & Nov.	London.	1896	....				Income Mortgage.....	750,000	7	April & Oct.	"	1881	....			
Midland Pacific:										New Jersey West Line:									
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1890	....				1st Mort. gold, for \$5,000,000..		7*	May & Nov.	New York.	1900	....			
Milwaukee and St. Paul:										New London Northern (Vt. Cen.):									
1st Mortgage.....	5,514,000	7	Jan. & July.	New York.	1893	92				1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....			
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	78				1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....			
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	....				N. Orleans, Jackson & Gt. North:									
1st Mort. (Iowa and Minn.)...	3,808,000	7	Jan. & July.	"	1897	79				1st Mortgage 1886.....	3,000,000	8	Jan. & July.	New York.	1886	....			
1st Mortgage (Minn. Cent.)...	192,000	7	"	"	1870	90				2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....			
1st Mortgage (Iowa & Dak.)...	1,008,000	7	"	"	1870	82				Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....			
1st Mortgage (P. du Chien)...	3,674,000	8	Feb. & Aug.	"	1898	107 1/2				N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....			
2d Mortgage (P du Chien).....	1,316,000	7 1/2	"	"	1898	94				New Orleans, Mobile and Texas:									
Milwaukee City Loan.....	223,500	7	March & Sept.	"	1873	....				1st M. (N. O. T. 227 m) skg fd.	2,825,000	8	Jan. & July.	New York.	1915	....			
1st Mort. (Milw. & Wtn.)...	224,000	7	Jan. & July.	"	1891	....				2d M. ( " ) gold skg fd.	2,825,000	7	"	N. Y. or Lond.	1915	....			
Real Estate Purchase.....	148,500	7	"	"	1891	....				1st Mortgage, endorsed by La..			"	New York.	1915	....			
Milw. Manitowoc & Green Bay:										New York and Boston:									
1st Mortgage for \$2,500,000.....		7	"	"	1891	....				1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....			
Milwaukee and Northern:										New York Central & Hudson R.:									
1st Mortgage for \$15,000 p.m....		8	June & Dec.	New York.	1890	....				Debt Certif. (N. Y. Central)...	5,936,626	6	May & Nov.	New York.	1883	96			
Mineral Point:										Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	102			
1st Mortgage, Dec. 21, 1888.....	320,000	10	Jan. & July.	New York.	1890	....				Bonds for R. & N. S. L. ( " )	76,000	6	May & Nov.	"	1883	90			
Minneapolis & Duluth (L. S. & M.)										Bonds for R. & R. stocks ( " )	592,000	6	"	"	1883	91			
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....				Bonds for real estate ( " )	162,000	6	"	"	1883	91			
Minneapolis & St. L. (L. Sup. & M.)										Bonds of 1884 renewal'd ( " )	2,900,000	6	June & Dec.	"	1887	95			
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....				1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....			
Minnesota and North Western:										2d Mort. ( " ) S. F. ....	1,894,000	7	June & Dec.	"	1885	....			
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....				3d Mort. ( " ) .....	180,000	7	May & Nov.	"	1875	....			
Mississippi Central:										Bonds of '71, tax free (N.Y.C. & H)	1,950,000	7	April & Oct.	"	1891	....			
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899-71	....				Consol. Mort. for \$40,000,000..		7	"	"	1902	....			
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....				New York and Harlem:									
General Mort. for \$8,000,000 gold.		7*	May & Nov.	"	1912	....				1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	....			
Mississippi, Ouachita & Red Riv.:										Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	99			
1st Mortgage gold.....	1,860,000	7*	"	"	1899	19 1/2				Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....			
1st Mort. Land Grant gold.....	1,090,000	7*	"	"	1910	....				Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....			
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....				N. York, Housatonic & Northern:									
Mississippi and Tennessee:										1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....			
1st Mortgage of April 1, 1886....	600,000	7	April & Oct.	New York.	1876	....				New York and New Haven:									
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	"	'81-'93	....				1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	106			
Mississippi Valley and Western:										New York & Oswego Midland:									
1st Mortgage \$20,000 p. m. ....		8	April & Oct.	New York.	1902	....				1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....			
Missouri, Iowa and Nebraska:										2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....			
1st Mortgage gold, sinking fund..		7*	Jun. & Dec.	"	1910	....				2d Mortgage non-convertible ..	1,500,000	7	"	"	1898	....			
Missouri, Kansas and Texas:										New York, Providence & Boston:									
1st Mort. (U. Pac. S. R.) skg fund	4,350,000	6*	Jan. & July.	New York.	1899	....				1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	'73-'78	....			
1st Mort. (Tebo & Neesho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....				Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....			
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....				Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....			
Missouri River, Ft. Scott & Gulf:										General Mort. for \$1,000,000..	732,000	7	"	"	1899	....			
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & Oct.	New York.	1899	....				N. York, West Shore & Chicago:									
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	74 1/2	....				1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....			
Mobile and Girard:										Niles and New Lisbon:									
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....				1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....			
2d Mortgage.....	300,000	7	"	"	1889	....				Norfolk County (B. H. & Erie):									
Mobile and Montgomery:										1st Mortgage, guaranteed .....	414,350	6	March & Sept.	Boston.	1854	....			
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....				Norfolk & Petersburg (A. M. & O.):									
Mobile and Ohio:										1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....			
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....				2d Mortgage.....	157,000	7	"	"	1877	....			
Interest bonds .....	804,400	8	"	"	1877	....				2d Mortgage (S. Car.).....	458,000	8							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	31½	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	83
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9½ m.)...	300,000	6	April & Oct.	"	1881	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	93	2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	93	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,138,000	6	Jan. & July.	Philadelphia.	1893	80
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	92½	Mortgage Loan of 1857, conv.....	88,500	6	"	"	1886	....
Consolidated 1st Mortgage, stg.....	7	"	"	London.	1898	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	98
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	76	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	103½
2d Mortgage, (W. Div.).....	433,000	7	Jan. & July.	"	1874	....	Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.....	976,800	6*	"	"	1880	....
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1883	....	Mortgage Loan of 1836 stg.....	177,600	7*	"	"	'74-'77	....
Oil Creek and Allegheny River:							Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	104
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½	Consolidated	3,414,000	7	"	"	1911	103½
1st Mortgage (War. & Fkin.).....	500,000	7	April & Oct.	"	1882	82½	Dollar registered	7,000,000	6*	"	Phil. or Lond.	1911	98
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	60	Mortgage	668,000	6*	"	"	1911	97½
Old Colony and Newport:							June 1, 1871.	332,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	98½	Dollar coupon.....	6,690,985	7	Jan. & July.	"	1893	106½
Plain Bonds.....	485,000	6	April & Oct.	"	1875	95	New debent. loan, conv.....	6,631,615	6*	April & Oct.	Phila. or Lond.	1897	....
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102	New improvement Mort. loan.....						
Omaha and Northwestern:							Philadelphia, Wilmington & Balt.:						
1st M. land grant, gold \$16,000pm	7.3	Jan. & July.	New York.	1901	....		Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	111½
Omaha and Southwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½	Loan of 1867.....	1,000,000	6	"	"	1887	....
Orange, Alexandria & Manassas:							Pickering Valley (Phila. & Rdg):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	60	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	80½	Pittsburg, Cin. & St. Louis (Pa.):						
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	83	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	67½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74½	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	72
Consolidated Mort.....	1,948,500	7	Jan. & July.	New York.	1882	50½	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Orange and Newark:							Pittsburg & Connellsville:						
1st Mortgage.....	548,000	6	May & Nov.	Newark.	1881	....	1st Mortgage of 1868, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	89½
Osage Valley & Southern Kansas:							2d Mort. (Balt. Loan) of 1868.....	1,000,000	6	"	"	1886	....
1st Mortgage (6-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Oshkosh & Miss. (M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
Oswego and Rome (E.W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D.L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	101½
1st Mortgage guar. by (C.B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	99½	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Owenaboro' and Russellville:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage for \$1,500,000.....	8	Feb. & Aug.	New York.	1887	....		2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	78½	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	72	2d Mortgage (Series M).....	860,000	7	Jan. & July.	"	1912	94½
Income Bonds.....	1,500,000	7	"	"	1892	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6*	Jan. & July.	New York.	1887	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
1st Mortgage (Lex. Atch. & Nev.)	500,000	7	April & Oct.	"	1889	....	Plymouth, Kankakee & Pacific:						
Paducah and Memphis:							1st Mortgage for \$3,000,000.....	7	Jan. & July.	....	1901	....	
1st Mortgage gold for \$2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....	Port Huron & Lake Michigan:						
Panama:							1st Mortgage gold, for \$1,800,000	7*	May & Nov.	New York.	1889	80	
1st Mortgage, stg £19,350.....	83,847	7*	April & Oct.	London.	1875	....	Portland & Ogdensburg (Me. & N.H.):						
General Mortgage, stg £597,800.	3,869,330	7*	"	"	1897	....	1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Paris and Decatur:							Consol. Mort. gold, for \$3,300,000	6*	May & Nov.	"	1901	....	
1st Mortgage sold.....	1,200,000	1*	Jan. & July.	New York.	1901	....	Portland and Ogdensburg (Vt.):						
Paterson and Newark (Erie):							1st Mortgage gold, for \$2,300,000	6*	May & Nov.	Boston.	1891	....	
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Oxford Central:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	Portland and Rochester:						
Pemberton & Hights (UC of N.J.):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & N. York (N.J.S.):							2d Mort. Sept. 1, 1871 for \$450,000	7	March & Sept.	"	1891	....	
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	....		Port Royal (S. C.):						
Peninsular Railway:							1st Mortgage gold, skg fd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	....
1st Mortgage gold (S.F.) 2d series	979,000	7*	"	"	1900	....	Pongkepsie and Eastern:						
Pennsylvania:							1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
1st Mortgage (Harr. to Pbg.)....	4,970,000	7	Jan. & July.	Philadelphia.	1880	101½	Providence and Worcester:						
2d Mortgage ( " ).....	2,583,600	6	April & Oct.	"	1875	98½	1st Mortgage.....	300,000	6	Jan. & July.	Providence.	18	....
2d Mortgage ( " ) stg.....	2,282,240	6*	"	London.	1875	....	Quincy, Alton and St. Louis:						
General Mortgage (coup. & reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90½	1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
State lien for \$17,500,000, skg fd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....	Quincy and Toledo (T. W. & W.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	89
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania and Delaware:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	99½
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....	Reading and Columbia (P. & R.):						
Income Mortgage.....	316,000	7	March & Sept.	"	1891	....	1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
Pennsylvania & New York (L.V.):							2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	103	Rensselaer and Saratoga:						
1st Mortgage guaranteed.....	1,500,000	7	"	"	1900	....	1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
Peoria & Bureau Val (C.R.I. & P.):							2d Mortgage.....	300,000	7	"	"	1880	....
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1877	....	3d Mortgage.....	150,000	7	"	"	1887	....
Peoria & Hannibal (C. B. & Q.):							1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York.	1886	....
1st Mortgage, traffic guarantee.....	600,000	8	Jan. & July.	Boston.	1873	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
Peoria, Pekin and Jacksonville:							1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	"	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	Jan. & July.	New York.	1894	....	Richmond and Danville:						
Peoria and Rock Island:							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	88	Virginia State guar. bonds.....	157,800	6	"	"	1875	....
Philadelphia and Erie (Penn.):							Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	70½
1st Mortgage (Sunb. & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103	Rick., Fredericksburg & Potomac						
1st Mortgage (whole road 287½m)	5,000,000	6½	"	"	1881	94	Sterling Loan.....	87,777	6*	Jan. & July.	London.	1875	....
2d Mortgage ( " ).....													

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund.	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	" "	1871	....	South Carolina:						
Consolidated Mort. Skg Fund.	\$24,500	7	" "	" "	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	72 1/2	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	80	Domestic Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,250	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. ( " ).....	17,500	6	" "	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1878	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort. " " " "	200,000	7	" "	"	1889	....
1st M. (W.D.) land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87	1st Mort., endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78	1st Mortgage gold, assumed....	7,159,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	63
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96 1/2	2d preferred bonds.....	617,000	6	" "	"	'84-'90	65
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....	3d preferred bonds.....	448,500	6	" "	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	82	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed....	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" "	" "	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	....	....
St. Louis, Van. & T. H. (T.H. & I.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	" "	1898	....	2d Mortgage gold.....	88,000	7*	" "	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,060	7	various.	Macon.	'72-'88	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscoogee) conv..	300,000	7	" "	"	'72-'76	....
1st M. land gr. gold skg f'd. endor:	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	" "	"	1879	....
1st Mort. (St. Paul to Wah.) 70 m.	700,000	7	Jan. & July.	" "	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,500,000	7	June & Dec.	" "	1892	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Land.)...	2,023,000	7	Jan. & July.	" "	1892	....	2d Mortgage gold, tax free....	1,000,000	7*	" "	"	1900	....
1st M. (W. Line) R.R. & Land....	6,000,000	7	" "	London.	....	....	Springfield and Northwestern:						
2d M. (W. Line) R.R. & Land....	3,000,000	7	" "	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
St. Paul and Sioux City:							Staten Island:						
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	" "	1890	....	Sterling Mountain:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1874	....
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	Sullivan (Verm. Central):						
Salem (W. Jer.):							1st Mortgage.....	600,000	6	Jan. & July.	Boston.	1875	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Salem and Lowell (B. & L.):							Sullivan and Erie:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90 1/2	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sand., Mansfield & Newark (C. & O.):							Summit Branch:						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Sussex, Brid. & Erie Junc. (Erie):						
State guaranteed (C. & S.) bonds.	500,000	6	May & Nov.	Charleston.	1870	....	1,000,000	7	.....	New York.	....	....	....
Funded Interest bonds.....	167,400	7	" "	" "	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar..	152,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (D.L. & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	100	1st Mort. gold, for \$500,000....	.....	7*	Feb. & Aug.	New York.	1891	....
Selma and Gulf:							Tebo and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Selma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Selma, Rome and Dalton:							Pioga:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....	Polio, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" "	" "	1881	....	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	85
Shanokin Valley & Pottaw. (N.C.):							1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	79
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	89 1/2	2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	67
Shueboyan and Fond du Lac:							Equipment Mort. sinking fund..	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	720,000	7	June & Dec.	New York.	1884	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	....
Shenandoah and Allegheny:							Tom's River & Watert. (N.J. So.):						
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	1st Mortgage guaranteed.....	80,800	7	.....	New York.	1888	....
Shenango Valley (Cl.):							Troy & Bennington (T. & ):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage skg fund, war....	100,600	7	Jan. & July.	Troy.	1878	....
Shore Line (N. Y. & N. H.):							Troy and Boston:						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Sioux City and St. Paul:							2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....	Convertible Bonds.....	648,000	7	" "	"	1882	....



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)...	\$900,000	7	Feb. & Aug.	New York.	1890	93	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	81
1st M. (L. Erie. W. & St. L. 167 m.)...	2,500,000	7	"	"	1890	93	1st Mort. endor. by Balt.....	200,000	6	"	"	1890	95
1st M. (Gt. W. Rwy. of '59, 181m.)...	2,500,000	7	Feb. & Aug.	"	1893	88	2d Mort. ".....	300,000	6	"	"	1890	94
1st Mort. (Quincy & Tol 34 m.)...	500,000	7	May & Nov.	"	1890	88	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	94
1st Mort. (Ill. & So. Iowa 42 m.)...	300,000	7	Feb. & Aug.	"	1882	90	2d Mortgage preferred.....	600,000	6	"	"	1895	61
2d Mort. (Tol. & Wabash 75 m.)...	1,000,000	7	May & Nov.	"	1878	89	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	96
2d Mort. (T. Wash. & Wt. 167 m.)...	1,500,000	7	"	"	1871	89	Western Pacific (Gen. Pac.):						
2d M. (Gt. W. Rwy. of '59, 181m.)...	2,500,000	7	"	"	1893	82	1st Mortgage assumed, gold.....	2,735,000	6	Jan. & July.	New York.	1899	87
Equipment (Tol. & Wab. 75m.)...	600,000	7	"	"	1883	73	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.)...	2,700,000	7	F. M. A. & N.	"	1907	78	1st Mortgage (main line 57 m.)...	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109m.)...	2,700,000	7	"	"	1900	83	1st Mortgage (Pittab. Br. 25 m.)...	1,000,000	6	Jan. & July.	"	1896	....
Consol. 2d mort. (500 m.)...	6,000,000	7	Feb. & Aug.	"	1893	....	Western Union (M. & St. P.):						
Froy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000.....	3,275,000	7	Jan. & July.	New York.	1898	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	96
2d Mortgage, guaranteed.....	180,000	6	"	"	1878	....	Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	101
Tuckerton:							West Wisconsin:						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	....	1st Mort. land gr. gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	84
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.....	27,237,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	85	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mortgage (Gov. subsidy).....	27,236,000	6	"	"	'96-'99	....	Wicomco and Pocomoke:						
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1889	80	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Income Mortgage.....	7,563,000	10	March & Sept.	"	1874	85	Williamston and Tarboro:						
Omaha Bridge B'ds, stg. \$250,000	2,500,000	8	April & Oct.	London.	1896	....	1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free.....	1,600,000	6	May & Nov.	New York.	1895	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	68
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	'96-'75	....	Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M. & T.):							1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage gold, skg fund.....	3,595,000	6	Jan. & July.	New York.	1899	....	1st Mortgage, endor. by N. Car..	1,000,000	8	"	"	1897	....
Union & Titusville (O.C. & A. Riv.):							Wilmington and Reading:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	83
United Companies of New Jer.:							2d Mortgage coupon or regis....	725,000	7	Jan. & July.	"	1902	79
Sinking Fund sterling \$262,000.	1,268,080	6	Jan. & July.	London.	1880	....	Wilmington and Weldon:						
Loan of 1875 (Joint Companies)	675,008	6	April & Oct.	Philadelphia.	1875	98	Sterling Bonds.....	648,700	6	Jan. & July.	London.	1881	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....	Currency Bonds.....	221,400	7	May & Nov.	"	1882	....
Loan of 1883 (" "													

## RAILROAD SHARE LIST, including MILLEAGE, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

across the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-chartered Railroads are distinguished by a "t."

Abstract of General Balance Sheet.												Value of Shares																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Property and Assets.				Liabilities.				Operations.				Earnings.		Market.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Railroad.				Company's.				Railroad Operated.				Trains Moved.		Passenger.		Freight.		Gross.		Net.		Dividends.		Par.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Rolling Stock.				Accounts and Cash.				Stocks.				Bonds.				Accounts.				Surplus Income.				M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M	



[illegible]







## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

Notes: (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "Y."

Abstract of General Balance Sheet.																																			
Property and Assets.										Liabilities.					Operations.																				
Years ending		Railroad.		Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passenger.		Freight.		Gross.		Net.		Dividends.		Value of Shares.			
Main Line.		Branch Lane.		2d Track and Sidings.		Railroad in progress.		Engines.		Cars.		Freight.		H. M. E.		M.		M.		M.		Number.		Tons.		R.R. Co.		R.R. Co.		Par.		p.c.			
Sept. 30, 1872	74.0	4.8	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse, New York	\$65,856	190,066	2,602,921	583,000	92,692	\$	74.0	101,685	163,267	69,137	219,368	60,974	100	100	100	100	100	100	100	100	100	100	100			
Sept. 30, 1872	5.4	0.4	0.4	64.6	1	1	1	1	N. Y., Housatonic & North-N.Y., New York	604,626	12,737	261,000	183,600	156,476		100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
Sept. 30, 1872	7.0	0.4	0.4	64.6	1	1	1	1	N. Y., Housatonic & North-N.Y., New York	254,912	12,737	261,000	183,600	156,476		100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
Sept. 30, 1872	12.4	16.8	16.8	104.0	20	129	41	1,010	N. Y., N. H. & Hartford, N. Y., Ct. & Ma.	12,861,474	1,840,536	15,500,000	3,429,676	377,341	1,377,592	190.2	1,700,891	3,925,766	892,679	4,483,554	1,769,809	100	100	100	100	100	100	100	100	100	100	100	100		
Sept. 30, 1872	62.5	27.5	27.5	84.0	20	129	41	1,010	N. Y., N. H. & Hartford, N. Y., Ct. & Ma.	3,210,616	8,261,474	1,840,536	15,500,000	3,429,676	377,341	1,377,592	190.2	1,700,891	3,925,766	892,679	4,483,554	1,769,809	100	100	100	100	100	100	100	100	100	100	100	100	
Sept. 30, 1872	99.0	3.3	3.3	102.3	6	1	1	134	Niagara Bridge and Canandaigua, N. Y.	1,047,341	103,237	1,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100		
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100		
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,947,741	103,237	5,000,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	60,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	223.0	11.2	11.2	234.2	24	18	10	271	Niles and New Lebanon, Ohio	4,94,																									



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80																				

## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds			Market Price.
		Rate.	Paid.	Rate.	
<b>RAILROAD STOCKS:</b>					
Atlantic and Great Western, pref.	10,000,000	7	7	7	
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	7	
Atlantic, pref.	276,200	7	7	7	
Atlantic and Pacific, preferred	10,000,000	7	7	14	
Atlantic and St. Lawrence, * guar.	3,994,900	4	4	4	
Baltimore and Ohio, * preferred	3,552,800	6	5	105	
Berkshire, * guaranteed	600,000	7	7	7	
Blossburg and Corning, * guaranteed	250,000	5	5	5	
Boston, Concord and Montreal, pref.	800,000	6	6	94	
Buffalo, New York and Erie, * guar.	950,000	7	7	7	
Catawissa, * pref. and guar.	1,159,500	7	7	87	
Camden and Amboy, * guaranteed	5,847,800	10	10	120	
Camden and Atlantic, preferred	763,540	7	3	81	
Cayuga and Susquehanna, * guar.	689,110	9	9	9	
Cedar Rapids and Missouri River, preferred and * guaranteed	769,000	7	7	7	
Central of New Jersey, * guar.	30,000,000	10	10	105	
Central Ohio, * preferred	411,550	6	6	90	
Chemung, * guaranteed	380,000	6	6	6	
Cheshire, preferred	2,153,200	7	5	81	
Chicago and Alton, † preferred	2,425,400	10	10	107	
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	95	
Chicago and North-Western, pref.	21,289,583	7	7	66	
Cinc. and Cleveland, pref.	429,000	6	6	6	
Cleveland and Mahoning, * guar.	2,059,200	7	7	7	
Cleveland and Pittsburg, * guar.	11,236,150	7	7	87	
Cumberland Valley, 1st preferred	241,900	8	8	8	
" 2d preferred	243,000	8	8	8	
Dayton and Michigan, pref. & guar.	922,400	8	8	8	
Delaware, * guaranteed	1,315,390	6	6	6	
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	6	
Dubuque and Sioux City, * guar.	5,000,000	3	3	65	
Dubuque South-Western, pref.	590,315	8	8	8	
Eastern (N. H.), * † guaranteed	492,500	6	6	62	
Elmira, Jeff. and Canad. * guar.	500,000	5	5	5	
Elmira & Williamsport, pref. & guar.	500,000	7	7	76	
" com. & * guar.	500,000	5	5	5	
Erie Railway, preferred	8,536,910	7	7	80	
Erie and Pittsburg, * guar.	2,000,000	7	7	7	
Evansville and Crawfordsville, pref.	100,000	7	7	7	
Hannibal and St. Joseph, pref.	2,167,700	7	7	33	
Harrisburg and Lancaster, * guar.	1,182,550	7	7	102	
Housatonic, preferred	1,180,000	8	8	98	
Huntington & Broad Top Mtn, pref.	190,750	7	7	32	
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7	7	
Joliet and Chicago, * guar.	1,500,000	7	7	35	
Joliet and Northern Indiana, * guar.	300,000	8	8	8	
Little Miami, Col. and Xenia, * guar.	6,394,450	8	8	8	
Louisv. Cincinnati and Lex. pref.	851,000	9	9	9	
Marietta and Cincinnati, 1st pref.	8,101,650	6	6	17	
" 2d pref.	4,436,250	6	6	9	
Mich. Southern, (Lake Shore) guar.	533,500	10	10	10	
Mill Creek, * guaranteed	323,375	10	10	10	
Milwaukee and St. Paul, preferred	10,825,777	7	7	58	
Mine Hill, * guaranteed	3,856,450	8	8	105	
Montclair, * guaranteed	2,000,000	7	7	7	
Morris and Essex, * guar.	15,000,000	7	7	94	
Nesquehoning Valley, * guar.	2,000,000	10	10	107	
Newark and New York, * guar.	1,000,000	7	7	7	
Newcastle and Beaver Valley, * guar.	605,000	10	10	10	
New Jersey, * guaranteed	7,295,200	10	10	120	
New London Northern, * guar.	971,400	10	10	10	
New York & Harlem, * pref. & guar.	1,500,000	8	8	127	
" com. & * guar.	8,500,000	8	8	126	
Niagara Br. & Canandaigua, * guar.	1,000,000	6	6	6	
North Eastern (S. C.), preferred	105,000	8	8	8	
Northern New Jersey, * guar.	1,000,000	8	8	8	
Norwich and Worcester, * guar.	2,823,400	10	10	127	
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	7	5	
" pl. & * guar.	2,000,000	8	8	83	
Ohio and Mississippi, preferred	4,030,000	7	7	50	
Oswego and Syracuse, * guar.	1,144,400	9	9	9	
Panama, guaranteed	7,000,000	12	12	109	
Paterson and Hudson, * guar.	680,000	8	8	8	
Pemberton and Hightstown, * guar.	342,000	6	6	6	
Peoria and Bureau Valley, * guar.	1,200,000	8	8	8	
Philadelphia and Erie, preferred	2,400,000	12	12	175	
Phila. Germantown & Norristown, * guar.	2,231,900	12	12	175	
Philadelphia and Reading, † pref.	1,561,687	10	10	10	
Philadelphia and Trenton, * guar.	1,259,100	10	10	120	
Pittsburg, Ft. Wayne & Chic., * guar.	22,214,285	7	7	94	
Pittsburg, Saco & Portsmouth, * guar.	450,000	5	5	5	
Rochester & Genesee Valley, * guar.	1,500,000	10	10	113	
Rutland, * preferred and guaranteed	567,560	7	7	33	
St. Louis, Alton & Terre Haute, * guar.	4,300,000	7	7	33	
St. Louis, Jacksonv. & Ch. pf. * guar.	2,468,400	7	7	33	
St. Louis, Kansas City & Nor., pref.	1,054,100	7	7	25	
Schuylkill Valley, * guaranteed	12,000,000	5	5	5	
Shamokin V. & Pottsville, * guar.	676,000	5	5	5	
Toledo, Peoria & Warsaw, 1st pref.	869,450	6	6	6	
" 2d pref.	1,700,000	7	7	7	
Toledo, Wabash and Western, pref.	1,000,000	7	7	71	
Warren, * guaranteed	1,800,000	7	7	7	

<b>CANAL STOCKS.</b>					
Delaware Division, * guar.	1,633,350	8	8	8	
Delaware and Raritan, * guar.	5,847,500	10	10	10	
Morris, preferred and * guaranteed	1,176,000	10	10	122	
" com. and * guar.	1,686,000	4	4	49	
Schuylkill Navigation preferred	2,908,977	6	6	25	

## New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
Boston, Harb. & Erie.....	1 1/4	1 1/4	.....	.....	.....	1 1/4
Canton Co.....	95	95	95	95	95	95
Central Pacific.....	95	95	95	95	95	95
Central Pacific 6s.....	104	104	105 1/2	105 1/2	105 1/2	105 1/2
Central of N. Jersey.....	105	105	105	105	105	105
Chesapeake & Ohio 1 m. 55	103	103	103	103	103	103
Chicago & Alton.....	103	103	103	103	103	103
.. pref.....	103	103	103	103	103	103
.. 1 M.....	103	103	103	103	103	103
.. S. F.....	103	103	103	103	103	103
.. Inc. bds.....	95	95	95	95	95	95
Chicago, Burl. & Q.....	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
.. 8s, 1883.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Chic. & Northwestern.....	51 1/2	51 1/2	51 1/2	48 1/2	48 1/2	48 1/2
.. pref.....	60	67 1/2	66 1/2	64	68 1/2	66 1/2
.. 1st M.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
.. S. F.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
.. Consol.....	91 1/2	91 1/2	90	90	90	90
Chic. Rock Isl. & Pac. 9 1/2	99 1/2	99 1/2	99 1/2	98 1/2	99	99 1/2
Chl. R. L. & Pa. 7s, 1896, 105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Clev. Col. C. and Ind.....	68	68	68	68	68	67
Clev. & Pittsburg guar.....	85 1/2	85 1/2	85 1/2	88	87 1/2	87
.. 2 M.....	85 1/2	85 1/2	85 1/2	88	87 1/2	87
.. 3 M.....	85 1/2	85 1/2	85 1/2	88	87 1/2	87
.. 4 M.....	85 1/2	85 1/2	85 1/2	88	87 1/2	87
Clev. and Toledo.....	85 1/2	85 1/2	85 1/2	88	87 1/2	87
.. S. F. 7s.....	30 1/2	31	30 1/2	21 1/2	22 1/2	22 1/2
Col., Chl. & Ind. C.....	30 1/2	31	30 1/2	21 1/2	22 1/2	22 1/2
.. 1 M.....	85	85	83	83	83	84
.. 2 M.....	63	63	63	63	63	63
Del. & Hudson Canal.....	117	117	117	117	116	116 1/2
Del. Lack. & Western.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
.. 1 M. 7s.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
.. 2 M. 7s.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Erie Railway.....	36 1/2	36 1/2	37 1/2	38 1/2	36 1/2	34 1/2
.. pref.....	36 1/2	36 1/2	37 1/2	38 1/2	36 1/2	34 1/2
.. 1 M. 7s, 1897.....	100	100	100	100	100	100
.. 2 M. 7s, 1879.....	98	98	98	98	98	98
.. 3 M. 7s, 1883.....	98	98	98	98	98	98
.. 4 M. 7s, 1880.....	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
.. 5 M. 7s, 1888.....	97	97	97	97	97	97
.. 7s, con. gold.....	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
Great Western 2d mort.....	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
Hannibal & St. Joseph. 32 1/2	31 1/2	31 1/2	28 1/2	28 1/2	28 1/2	29
.. pref.....	30 1/2	30 1/2	33	33	33	33
.. 8s, conv. 81.....	30 1/2	30 1/2	33	33	33	33
Hudson River.....	2 M. S. F.....	2 M. S. F.....	2 M. S. F.....	2 M. S. F.....	2 M. S. F.....	2 M. S. F.....
.. 3 M. 7s, 1875.....	101	101	101	101	101	101
Illinois Central.....	101	101	101	101	101	101
.. 7s.....	74 1/2	74 1/2	75 1/2	73 1/2	74 1/2	76
Lake Shore & Mich. S. F. 7 1/2	74 1/2	74 1/2	75 1/2	73 1/2	74 1/2	76
Marietta & Cin. 1st pref.....	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
.. 2d pref.....	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Michigan Central.....	70	74	76	74	73 1/2	75
.. S. F. 8s, 1882.....	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	100 1/2
M. S. and N. I. M. S. F.....	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
.. 1 M.....	41 1/2	41 1/2	41 1/2	39	39 1/2	39 1/2
Milw. and St. Paul.....	41 1/2	41 1/2	41 1/2	39	39 1/2	39 1/2
.. pref.....	60	59	59	59	58	58
.. 1st mort.....	59	59	59	59	58	58
.. 2d mort.....	58	58	58	58	58	58
.. 3d mort.....	58	58	58	58	58	58
.. 7s, 10c con.....	58	58	58	58	58	58
.. 7s, gold.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
Missouri 6s.....	91	91	91	91	91	91
.. H. & St. J. 188.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
Morris and Essex.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
.. 1st mort.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
.. 2d mort.....	101	101	101	101	101	101
N. Y. Cen. & Hud. Riv. 98	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
.. 7s, S. F. 1876.....	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
.. 6s, S. F. 1883 95	96	96	96	96	96	96
.. 6s, S. F. 1887.....	127	127	126	126	126	126
N. York and Harlem.....	127	127	126	126	126	126
.. pref.....	127	127	126	126	126	126
.. 1 M. 7s.....	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
N. York N. Hav. & Hart. 133	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
N. Carolina 6s, old.....	60	60	60	60	60	60
.. new.....	29	29	29	29	29	29
Ohio and Miss.....	29 1/2	29 1/2	29 1/2	27 1/2	25 1/2	26
.. pref.....	29 1/2	29 1/2	29 1/2	27 1/2	25 1/2	26
.. 2d M.....	44 1/2	44 1/2	43 1/2	40 1/2	41 1/2	42 1/2
Pacific Mail S. S. Co.....	44 1/2	44 1/2	43 1/2	40 1/2	41 1/2	42 1/2
Panama.....	107	106	106	102	102	102
Pitta. Ft. W. & Chi. gld. 94	94 1/2	94 1/2	94 1/2	92 1/2	92 1/2	94 1/2
.. 1 M.....	94 1/2	94 1/2	94 1/2	92 1/2	92 1/2	94 1/2
.. 2 M.....	94 1/2	94 1/2	94 1/2	92 1/2	92 1/2	94 1/2
.. 3 M.....	94 1/2	94 1/2	94 1/2	92 1/2	92 1/2	94 1/2
Quicksilver Mining Co.....	100	100	100	100	100	100
St. L. Alton & T. H.....	100	100	100	100	100	100
.. pref.....	100	100	100	100	100	100
.. 1 M.....	100	100	100	100	100	100
.. 2 M. pref.....	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
.. Income bds.....	78	78	78	78	78	78
Tennessee 6s, old.....	85	85	85	85	85	85
.. new.....	85	85	85	85	85	85
Tol., Wab. & Western.....	44 1/2	44 1/2	45 1/2	42	42 1/2	42 1/2
.. pref.....	44 1/2	44 1/2	45 1/2	42	42 1/2	42 1/2
.. 1 M.....	94	94	100 1/2	88	89	93
.. 2 M.....	89	89	89	88	89	89
.. Equipment.....	89	89	89	88	89	89
.. St. Lou. Div. 83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Union Pacific.....	34 1/2	35	34 1/2	33	33 1/2	31 1/2
.. 1st mort.....	86 1/2	86 1/2	86 1/2	86	85 1/2	85 1/2
.. L. Gt. 7s.....	81	80	80	80	80	80
.. Inc. 10s.....	87	85 1/2	86	86	86	86 1/2
Virginia 6s, old.....	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
.. new.....	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
.. consol.....	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
.. def. cert.....	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2



## Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 22.

	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22.
Boston and Albany ..	140	141	137	137	138	138
Boston and Lowell ..	106	106	106	106	106	106
Boston and Maine ..	109	109	109	109	109	109
Boston and Providence ..	151	151	151	151	151	151
Boston, Hartford & Erie ..	27	27	27	27	27	27
Cheshire, pref. ....	80	80	80	80	80	80
Chl., Burl. & Quincy ..	103	103	103	103	103	103
Concord ..	137	137	137	137	137	137
Connecticut River ..	68	68	68	68	68	68
Eastern ..	124	124	124	124	124	124
Fitchburg ..	75	75	75	75	75	75
Manchester & Lawrence ..	77	77	77	77	77	77
Michigan Central ..	75	75	75	75	75	75
Northern, N. H. ....	80	80	80	80	80	80
Ogdens & Lake Champ. ..	80	80	80	80	80	80
Old Colony ..	112	112	112	112	112	112
Ph., Wl. & Baltimore ..	55	55	55	55	55	55
Port'd, Saco & Ports ..	113	113	113	113	113	113
Union Pacific ..	84	84	84	84	84	84
"    Land Grant ..	80	80	80	80	80	80
"    Income 10s. ....	84	84	84	84	84	84
Vermont & Canada ..	41	41	41	41	41	41
Vermont & Mass. ....	82	82	82	82	82	82
South Boston (Horse) ..	99	99	99	99	99	99
Cambridge ..	45	45	45	45	45	45
Metropolitan ..	99	99	99	99	99	99
Middlesex ..	23	23	23	23	23	23
Central Mining Co. ....	21	21	21	21	21	21
Copper Falls ..	3	3	3	3	3	3
Franklin ..	38	38	38	38	38	38
National ..	36	36	36	36	36	36
Quincy ..	36	36	36	36	36	36

## London Stock Exchange.

	Closing	Prices.
	April 2.	Mar. 27.
Atlantic & Gt. W. 1st mort., \$1,000 ..	60 - 62	58 - 60
Do. 2d mort., \$1,000 ..	40 - 42	38 - 40
Do. Con. mort. Bonds Bisch's Cert. 20	20 - 21	18 - 19
Do. Reorg. Scrip. ....	—	—
Do. Leas. Lines Rental Bonds ..	73 - 76	75 - 78
Detroit & Milwaukee 1st mort. Bonds	60 - 65	60 - 70
Do. 2d ..	50 - 55	50 - 55
Erie shares 100 dol. all paid ..	35 - 35	36 - 36
Do. 6 per cent Convertible Bonds ..	94 - 96	95 - 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds ..	91 - 93	90 - 92
Illinois Central \$100 shares all paid ..	93 - 94	94 - 95
Do. Redemption mort. bonds 6 p.c. ..	98 - 100	101 - 103
Illinois & St. Louis Bridge 1st mort. ..	98 - 100	101 - 103
Marietta and Cincinnati Rail. Bonds ..	95 - 98	95 - 98
Michigan Central 8s 1882, conv. ....	88 - 92	88 - 92
Panama 2d mort. ....	68 - 69	73 - 75
Panama General mort. ....	98 - 100	98 - 100
Pennsylvania, 2d mort. ....	98 - 99	98 - 99
Do. General mort. ....	98 - 99	98 - 99
Do. \$50 shares ..	46 - 47	47 - 48
Philadelphia and Erie 1st mort. ....	94 - 96	97 - 99
Do. with option to be paid in Phila. ..	97 - 98	97 - 99

## American Railroad Journal.

Saturday, April 25, 1874.

## Stock Exchange and Money Market.

The Money market has been unusually active during the week, chiefly in the call loan line, and toward the close. The extraordinary depression and irregularity of values at the Stock Exchange, and the consequent urgent needs of the Stock brokers stimulated the demand for Money, and carried the price of temporary accommodation on Monday and Tuesday of the current week up to 7 per cent currency, and, in exceptional instances, however, the same figure in Gold. The latest negotiations indicated excitement and less stringency, with a partial return to 4@5 per cent, on advances to the more prominent firms. The banks were less liberal of aid to the speculative borrowers. The discount market has been comparatively steady, with the best grades of short rate commercial paper in demand within the range of 5@7 per cent per annum. The City banks have again been gainers in the deposit line, while reducing their loan and discount averages; and the U. S. Sub-Treasury at this port has lost slightly in the line of its currency reserves, while gaining handsomely in the coin hoard. The U. S. Sub-Treasury in this city closed the week with a

currency balance of \$38,549,845 or \$481,838 less than the preceding week; and a coin hoard of \$57,040,504, or \$1,552,583 more than on the previous return. The City banks, in their last weekly exhibit, indicated a further reduction in their specie and legal tender averages. The City bank exchanges, during the week, were \$500,297,393, or a daily average of \$83,382,899. The customs revenue of the port, during the week, was \$2,292,289, of which \$2,159,289 were in coin certificates. The deposits of the City banks show an increase of \$147,200; the legal tender notes a reduction of \$409,300, and the specie reserve of \$621,800. The banks contracted their loan and discount average \$201,600, and enlarged their circulation \$42,500. The City banks reported their average of gold last week at \$23,213,600, and their greenback average at \$55,163,900. Their deposits stood at \$238,838,000. The loan item was about 293½ millions. The circulation was about 26½ millions.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 349 millions.

Government has received about 78½ millions from internal revenue, thus far in the current fiscal year.

Gold has been quoted firmer, on a moderately active movement, mainly speculative, the custom inquiry having been restricted, while the export drain has been light. The extremes of the price have been 113½@114½, closing at 113½ as against 113¼ on Wednesday of the preceding week. The specie outflow, last week, was \$503,781. The imports of specie at this port since Jan. 1, have been \$1,218,000, against \$1,058,888 same time last year. The customs demand for Gold last week averaged \$394,333 a day. Foreign Exchange has been quoted higher on a limited offering of prime bills, but has not been active. Bankers' sixty day bills on London closed on Wednesday at \$4 86; sight bills on London, at \$4 89. The week's exports of Domestic Produce have been to the currency value of \$4,309,253.

Government securities have been quoted a trifle stronger in price, on a fair business, chiefly on investment account, checked, in part, by the very meagre offerings of the favorite issues. U. S. sixes of 1881 closed on Wednesday of this week at 121½@121¾; U. S. Five-Twenties of 1862, 118½@118¾; U. S. Five-Twenties of 1864 at 120¼@120½; U. S. Five-Twenties of 1865, 121½@121¾; U. S. Five-Twenties of 1865 consolidated, 119½@119¾; U. S. Five-Twenties of 1867, 120¾@120½; U. S. Five-Twenties of 1868, 120½@120¾; U. S. Ten-forties at 115½@115¾; U. S. Fives of 1881, (Funding Loan) 116½@116¾; Six per cent. currency Sixes from 116¾@117.

State and Railway bonds have been rather more inquired for since our last, but at variable rates. Central Pacific first mortgage six per cents have been in fair request, closing firmly at 95@95½. Chesapeake and Ohio First Mortgage Bonds, Six per cents, have been moderately sought after, closing at 55. Railway and miscellaneous share property has been unusually active, but the speculation has been very severely against values, the decline on Monday having been full 5@10 per cent in prominent instances, followed by a very feverish market on Tuesday and Wednesday. The depression on Monday was most notable in the

instances of the Columbus, Chicago, and Indiana Central Shares, which fell from 80½@80¾, to 20, on the reported failure of the clique said to have been engaged in the manipulation of this stock for higher figures, and the suspension of the brokerage house, represented as acting for the clique. The heavy fall in the stock weakened and deranged the course of the whole market.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$9,269,815, against \$12,246,613 same week last year. The exports of domestic produce are \$4,309,253, as against \$6,947,560, last year. The exports of Gold and Silver, \$503,781, as against \$842,603 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to \$2,370,000, as against \$2,307,931, same week last year.

General business has shown more animation in the produce line, with Cotton, Breadstuffs, Provisions, Naval Stores and Petroleum generally quoted stronger. The trade in foreign merchandise also shows some increased activity, with more firmness in Groceries and Hides. The Metal trade rules about steady as to values, but is devoid of spirit. The Iron trade is extremely tame, with Eglinton Pig Iron quoted at \$36@37. Glengarnock, \$39; Coltness, \$44; No. 1 American Pig at \$35; No. 2 do. at \$31@33; Forge, \$29@31; English Rails at \$55@60, gold; American Rails at works, \$60@65; Old Rails, \$40@41. Wrought Scrap, \$40@42 50. The Ocean freight market has been quoted stronger, on a lighter offering of room on berth and charter, checking operation.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo., 37½; Atlantic and Pacific R. R. pref., 14; St. Louis, Kansas City and Northern pref., 25; Boston, Hartford and Erie 1st mort., 27; Milwaukee and St. Paul 1st mort. LaC. div., 88½; do. I. & M. div., 79; Chicago and Northwestern consol. gold bonds, 84½; Clev., Col., Cin. and Ind 1st mort., 108; Lake Shore and Michigan Southern 7s, consol., coupon, 97¼; do. reg., 96¼; Buffalo and Erie 7s, new, 96½; New York Central 1st mort., 105¾; Western Pacific bonds, 87¼; Michigan Central 7s, 98; Central of New Jersey 7s, 1902, conv., 103; Union Pacific S. F. bonds, 71; Albany and Susquehanna 1st mort., 103½; do. 2d mort., 97; Del., Lack. and Western 7s, conv., 104; Indianapolis, Bloomington and Western 1st mort., 80; Cedar Falls and Minnesota 1st mort., 77½; Clev., Paines. and Ash. 7s, new, 95; Detroit, Monroe and Toledo, 1st mort., 100; Cleveland and Toledo 7s, new, 98; St. Louis and Iron Mt. 1st mort., 96; Toledo, Peoria and Warsaw 1st mort., W. D. 79; Joliet and Chicago 1st mort., 107; Western Union Telegraph, 73¼; do. 7s, 100; Am. Dist. Tel., 57¼; Atlantic and Pacific Tel., 15½; U. S. Exp., 67¾; Adams Exp., 97¾; Am. Exp., 62½; Wells-Fargo Exp., 79; Spring M. Coal, 65; N. Y. State 7s, B. L. reg., 106¾; Tennessee 6s, old, ex-coupon, 65; do. new, do., 64½; South Carolina 6s, new, Jan. and July, 7½; Brooklyn 6s, W. L., 94; do. 7s, P. L., 103.

Philadelphia.—Pennsylvania R. R. div. scrip., 98¾; Catawissa new pref., 34; Nesquehoning Val-

ley R. R., 53½; Huntingdon and Broad Top Mt. R. R., 8; do. pref., 16; do. 1st mort., 101½; do. 2d mort., 94; West Jersey R. R., 7s, 101; Lehigh Nav. conv. gold loan, 98½; Susq. Canal 6s, 73½; Allegheny Valley 7 8 10s, 92¾; Phila. and Reading Gen'l mort. 7s, coupon, 104; do. 7s, new, conv., 106½; do. 6s, 1844-80, 98; do. 7s, 1899, 103½; Pennsylvania and New York 7s, 103; Westchester and Philadelphia 7s, 101½; Junction R. R. 2d mort., 90; Wilmington and Reading 1st mort., 83¾; Pittsburg, Cin. and St. Louis 7s, 67½; Chesapeake and Delaware Canal 6s, 87½; Philadelphia and Reading C. & I. mort., bonds 89; Belvidere Delaware 2d mort., 83; do. 3d mort., 82½; Shamokin Valley and Pottsville 7s, 89½; Pennsylvania State coupon 5s, 1882, 101. The latest quotations are: City 6s, 101½@101½; do. free of tax, 103¾@103¾; Pennsylvania State 6s, 2d series, 105½@106; do. 3d series, 109@109½; Philadelphia and Reading 56¾@57; do. Gen'l mort. 7s, coup., 103½@104½; do. reg., 103½@104; do. mort. 6s, 1880, 98@100; do. new, conv. 106@106½; do. 7s, 1893, 103@103½; United New Jersey R. R. and Canal Co., 121½@121¾; Camden and Amboy mort. 6s, 1889, 99½@100; Pennsylvania R. R., 51@51; do. div. scrip., 98¾@99; do. 1st mort., 100½@101¼; do. 2d mort. 98@100; do. general mort. coupon, 90@91; do. reg., 98¼@98¾; Little Schuylkill R. R., 46@46½; Morris Canal, 48@50; do. pref., 121@123; do. 6s, 96@100; Susquehanna Canal, 5@9; do. 6s, 72@75; Schuylkill Nav., 6½@6½; do. pref., 12¼@12¾; do. 6s, 1882, 76¾@77½; do. 1872, 87@88½; Elmira and Williamsport pref., 38@40; do. 7s, 1873, 97@100; do. 5s, 63@65; Lehigh Coal and Navigation, 43¾@43¾; do. 6s, 1884, 9 3½@94¼; do. R. R. Loan, 95¾@96; do. Gold Loan, 95½@96; North Pennsylvania, 45@46; do. 6s, 98¾@99; do. 7s, 102@102½; do. Chattle 10s, 104@108; Philadelphia and Erie, 19½@20½; do. 6s, 89½@90; do. 7s, 87@87½; Minehill, 52¾@—; Catawissa, 15¼@17; do. pref., 43@44; do. 7s, 1900, 101½@101¾; Lehigh Valley, 60¾@61; do. 6s, new coupon, 100@101; do. reg., 101@102; do. 7s, 103¾@103¾; Fifth and Sixth streets (horse) 56@57; Second and Third, 60@61; Thirteenth and Fifteenth, 21¼@21¾; Spruce and Pine, 27@28; Green and Coates, 47@50; Chestnut and Walnut, 60@60½; Hestonville, 19@21; Germantown, 23@36.

**Boston.**—Fitchburg R. R., 105; Burlington and Missouri River R. R. in Nebraska, 58; do. 8s, in Nebraska, new, 94½; Jackson, Lansing and Saginaw 8s, 1891, 99¾; Old Colony 7s, 1894, 104½; Kalamazoo, Allegan and Grand Rapids 8s, 95; Boston and Maine 7s, 1894, 103¾; Burlington and Missouri River R. R. in Iowa, 99¾; do. Land Grant 7s, 97½; Vermont Central 1st mort., 21; Vt. Central and Vt. and Canada 8s, 78; Iowa Falls and Sioux City 1st mort. 7s, 1917, 81½; Nashua and Lowell 6s, 1893, gold, 102¾; Chicago, Dubuque and Minnesota 8s, 41; Boston, Clinton and Fitchburg 8s, 1882, 90½; Missisquoi R. R. 1st mort. 7s, 52; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 51½; Cedar Rapids and Missouri 7s, 1916, 83¾; Chicago, Burlington and Quincy 7s, new, 97; New Bedford R. R., 110½; Chicago, Iowa and Nebraska R. R., 95¾; Cincinnati, Sandusky and Cleveland R. R., 7¾; Norwich and Worcester R. R., 127¼; Indianapolis, Cincinnati and Lafayette R. R., 9; Rutland pref., 83; do.

scrip., No. 5, 75; do. No. 4, 78; do. No. 3, 80; do. No. 2, 82; do. No. 1, 85½; Conn. and Passumpsic Rivers R. R., 74; Housatonic pref., 98½; Nashua and Lowell R. R., 184¼; Boston Water Power Co., 11; Cary Imp., 6¼; Waverly Land, 3¾; New Hampshire 6s, 1894, 100; Boston 6s, 1880, currency, 99½; Portland 6s, 97; Cambridge 6s, 1883, 97¾; Providence 5s, 93½; Chicago 7s, 1880, 99¾; St. Louis 6s, 1880, 88; Cincinnati 7 8-10s, 1891, 103; Cleveland 7s, 1882, 99; Hartford 6s, 1893, 96¼; Allouez Mining Co., 7¾; Calumet and Hecla, 135½; Mesnard, 1; Petherick, 2½; Rockland, 1½.

**Baltimore.**—Orange, Alex. and Manassas 7s, 80½; Richmond and Danville 1st mort., 70½; Orange and Alex. 4th mort. 8s, 74½; do. 2d mort. 6s, 80½; Western Maryland 6s, guar. by Washington Co., 83¾; do. 2d mort. guar. by Baltimore, 94½; Virginia consols, ex-coupon, 48; Virginia consols, coupons, 79. The latest quotations are: Wilmington, Columbia and Augusta bonds, 66@69; Wilmington and Weldon, 66¾@67; do. 7s, gold, 90@94; Pittsburg and Connellsville 7s, 1898, 89@89½; Baltimore and Ohio, 165@170; do. 6s, 1875, 100@100½; do. 1880, 98½@99¾; do. 1885, 96¼@97¾; Parkersburg Branch, 5@10; Northern Central, 35½@36; do. 6s, 1885, 92@93; do. 1900, 87@88; do. 6s, 1900 gold, 89@90; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 100½@101; do. 2d mort. 7s, 92¾@92¾; do. 3d mort., 8s, 77½@78; Central Ohio, 42¼@43¼; do. pref., 41@45; do. 1st mort., 89@89¾; Western Md., 1@3; do. 1st mort. 6s, 1890, 81@90; do. 1st mort. guar., 95@96; do. 2d mort. guar., 95@96; do. 3d mort. guar., 92@95; do. 2d mort. pref., —@60; do. 2d mort. guar. by Washington Co., 83@84; Richmond and Danville 1st mort., 70½@70½; Orange and Alexandria 1st mort. 6s, 89@90; do. 2d mort. 6s, 80½@80¾; do. 3d mort. 8s, 83@85; do. 4th mort. 8s, 75@75½; Orange, Alex. and Manassas 7s, 80½@81½; Virginia and Tennessee 1st mort. 6s, —@—; do. 2d mort. 6s, 70@74; do. 8s, 81½@84; Baltimore 6s, 1875, 96½@96¾; do. 1884, 98@98; do. 1886, 98½@99½; do. 1890, 97@97½; do. 1893, 97@98; do. 1893, exempt, 97¼@97½; do. 1900, 97¾@97¾; do. 1900 new, 98@99; do. 1902, 98@98½; Memphis City 6s, 49@50¼; Maryland Defense Loan, 1883, 105@105½; Virginia 6s, old, 32@35; do. new, 43@50; do. consol. 6s, 50@50¼; do. coupons, 79@79½; West Virginia, 10¾@11½; City Passenger R. R., 15½@17; George's Creek Coal, 130@140.

The bill passed in the lower house of the Virginia Legislature "to provide for the interest on the public debt" passed the Senate on the 17th, and awaits the Governor's signature. It directs the board, consisting of the Governor, the two auditors, and the treasurer, to pay the interest in certain proportions at such times as they may deem proper, not exceeding four per cent., and having regard to the condition of the treasury. It is very cautious in its provisions, and keeps entirely out of the question all danger of draining the treasury.

The receipts of the Eastern Railroad Company for freight during the month of March exceed that of the month of February by \$18,000. The receipts for February were largely in excess of those for the month of January.

#### BANKING-HOUSE OF FISK & HATCH. No. 5 NASSAU ST.

We buy and sell GOVERNMENT BONDS and GOLD at current market rates; buy Gold Coupons; buy and sell Stocks and Bonds at the Stock Exchange on Commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

We also deal in the CENTRAL PACIFIC and WESTERN PACIFIC GOLD BONDS, which, at present prices, are very desirable for investment.

We are also selling the CENTRAL PACIFIC GOLD SIX PER CENT. LAND BONDS at 85 and accrued interest, secured by first mortgage on nearly 12,000,000 acres of the company's lands in California, Nevada, and Utah.

FISK & HATCH.

#### Southern Connections.

The Baltimore American says in regard to the through route crossing Virginia:

There is a report that some negotiations in regard to arrangements as to southern connections are a foot. The Baltimore and Ohio Railroad controls the Orange and Alexandria Railroad, extending to Lynchburg, Va. The same road is building a road from Lynchburg to Danville, where it will strike the Richmond and Danville road, controlled by the Pennsylvania road. B, a change of gauge on a short extent of road a magnificent through connection to Atlanta, Mobile and New Orleans may be effected. The line is, however, largely controlled by the Pennsylvania Company, and it was rumored that some proposition as to a connection with it was made by the Baltimore and Ohio at the late conference, but from a careful inquiry it cannot be discovered that anything more than an intimation that it would be desirable to effect some arrangement was made.

The Boston and Lowell Railroad began, last Thursday, weighing at Framingham the cars from the West loaded with grain and lumber destined for Lowell and Taunton, and found an excess of 15,000 pounds in one car over the weight billed, of 20,000 pounds, a full car load, which makes a difference of \$77 in freight.

The above was a FAIRBANKS 50 ton 34-ft. Track Scale, sold to Boston and Albany R. R. Co.—Boston paper.

At a meeting of the stockholders of the Columbus and Hocking Valley Railroad Company, at Columbus, Ohio, on the 14th inst., the following gentlemen were elected directors for the ensuing year: B. E. Smith, M. M. Greene, W. G. Deshler, William Dennison, Theodore Comstock, W. B. Brooks, Isaac Eberly, C. P. L. Butler, John Greenleaf, John L. Gill, J. D. Martin, S. H. Rippey and S. W. Pickering. At a subsequent meeting of the board, the following officers were elected: B. E. Smith, President; M. M. Greene, Vice President; J. J. Janney, Secretary and Treasurer; John W. Doherty, Superintendent.

Articles of incorporation of the Nevada County Narrow Gauge Railroad Company were filed on the 11th inst. Object, to construct, put in operation and operate a railroad from Colfax to Nevada City, by the way of Grass Valley. Principal place of business, Grass Valley. Capital stock, \$400,000, in shares, of \$100 each. Directors, J. C. Coleman, Wm. Watt, Edmund Coleman, J. M. Sakeman, Niles Searles, R. W. Tulley and T. W. Sigourney.



**The Indestructible Material Co.**

It seems to us that the operation of this company deserve something more than a mere passing notice. It is not usual with us, to take special notice of the doings of individuals or private companies, but the nature, and probable extent of business that is likely to be transacted by these people fully justify all that we may say.

In a word, that business is to render all sorts of buildings, public or private, absolutely fire proof; while every kind of structure, whether ships, docks, bridges, &c., &c., and whether constructed in part or whole of wood or iron, are made not only proof against fire, but as against water and weather as well.

The material used in all these operations is Asbestos, which, previous to being applied, is treated and prepared by a certain method and process secured, of course, by Letters Patent belonging to this company, and which are the invention of Gen. Bartlett, the president.

The system is strongly endorsed by the building department of the city, and we are not surprised to learn that Barnum contracted with the Company to make the whole interior of his great Roman Hippodrome, perfectly fire proof. This contract has been completed, and that building may now be considered safe from fire.

Among numerous other contracts taken by this company, we may mention that the magnificent building of the Union Club on Fifth Avenue is now undergoing a process of internal reconstruction by them, and will be rendered absolutely fire proof.

We congratulate the company on its great success, and also the public in having at last found a material that will render our dwellings safe, and a repetition of the disasters at Chicago and Boston utterly impossible.

**Railroad Meeting at Marysville.**

A letter, dated Marysville, Cal., April 4th, says: A meeting of the citizens of Yuba and Sutter counties was held here to-day, for the purpose of taking steps toward organizing a company to build the proposed railroad from Marysville to a point on the Sacramento river at or near Knight's Landing. The meeting was well attended by the principal men of the two counties. A committee was appointed to solicit subscriptions to the capital stock and prepare for incorporation. A committee will confer with the managers of the proposed narrow gauge railroad from Grass Valley to Colfax, with a view to developing the route of that road by making connection with the Marysville and Knight's Landing road at this place, instead of the Central Pacific road at Colfax. A disposition is shown to push the work with vigor.

The affairs of the iron masters of Pennsylvania are not so gloomy after all. The *Times* has taken pains to send a special correspondent into the iron districts to get at the truth of the matter, and reports that although the iron trade is suffering and depressed, the prospects are mending, and, in fact, quite hopeful. The temporary dullness, caused by the dilatory action of Congress on the currency question, is a drawback to this industry; but the revival cannot be far distant, and there will be a good time in the iron trade again.

**Tax on Certified Checks.**

The bill which was introduced in the House of Representatives, on the 20th inst., by Mr. Beck, of Kentucky, and on motion of Mr. Maynard, referred to the Committee on Banking and Currency, is in these words:

"That from and after the 1st day of July, A. D. 1874, there shall be levied, collected and paid a tax of one-fourth of one per centum, for each month, upon the average amount of circulation issued by any bank, association, corporation, company, or person, including as circulation any certified checks, and all matured other obligations calculated or intended to circulate or to be used as money; and all acts or parts of acts inconsistent with the provisions of this act are hereby repealed."

The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 11, at 403,635 tons, and for the coal year 3,908,067 tons, against 4,233,092 tons to corresponding time last year, being a decrease of 345,025 tons. The bituminous tonnage for the week is 61,416 tons, and for the year 598,478 tons, giving a total of all kinds for the week of 465,051 tons, and for the year of 4,506,545 tons, against 4,871,441 tons to same time last year, being a decrease of 364,896 tons.

In response to a resolution of the Virginia Senate, General Asa Rogers, second auditor, has prepared an elaborate statement of the public debt, with the amount and character of the bonds outstanding. The aggregate of the debt of Virginia on the 10th of April was \$80,478,741 49, and the amount recognized as portion to be settled by West Virginia, \$15,239,370 74.

**Genuine Chester Emery.  
REDUCTION IN PRICE.**

The great increase in the production of the Chester Emery Mine enables us to reduce the price to seven cents for grain and four cents for flours, with important discounts to dealers, manufacturers and larger purchasers. The genuine Chester Emery is made from the purest and hardest crystals, and its cutting and polishing qualities are superior to any emery used in this market.

E. V. HAUGHWOUT, & CO., 25 Park Place, N.Y.

**PHILIP G. SCHOFIELD,**

(Successor to PETER SCHOFIELD.)

MANUFACTURER OF

STEAM VACUUM & HYDRAULIC

**GAUGES,**

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LOCOMOTIVE SPRING BALANCES,

Frankford Road & Sargeant St.  
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**A. W. LADD,**

**NO. 5 DEY STREET, NEW YORK,**

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

**Agent for ROBERT BROWN, Telegraph Contractor.**

Telegraph Lines of any length built with Brooke's Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

**REFERENCES:**

All the leading Telegraph Companies in the United States.

**The American Wood Carbolicizing Co.**

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application. 87,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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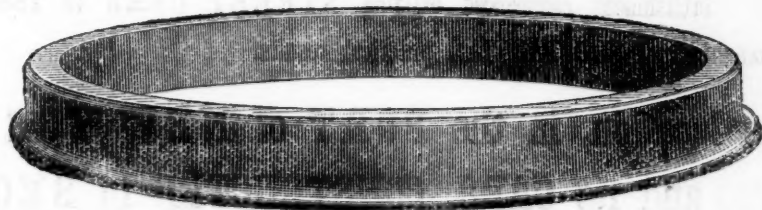
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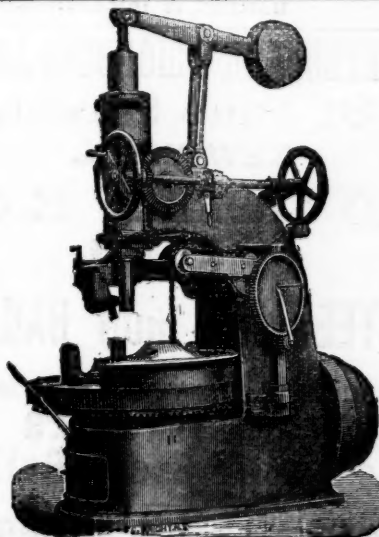
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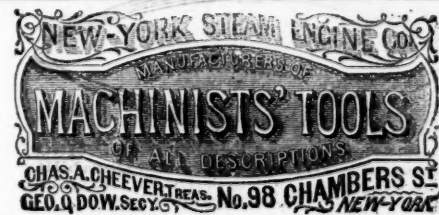
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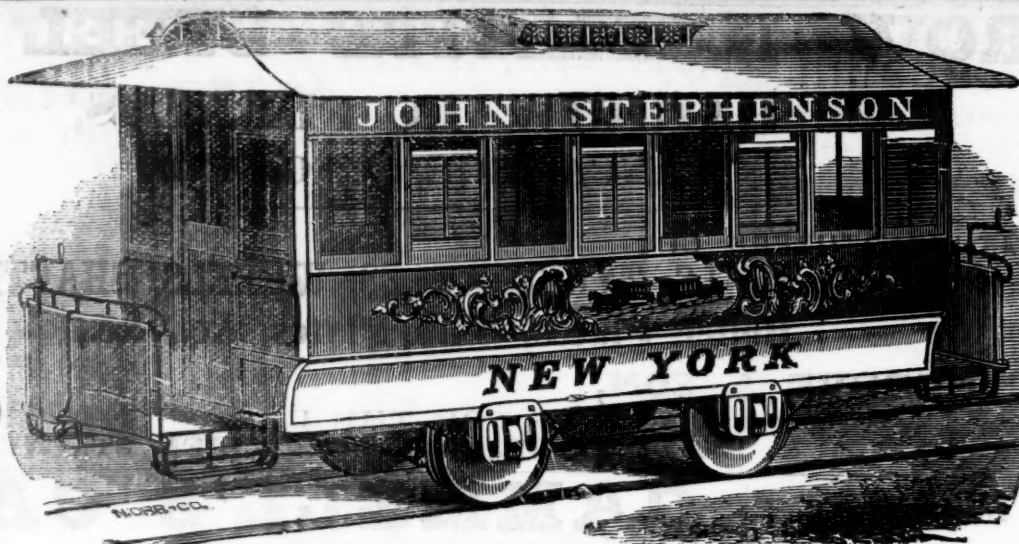
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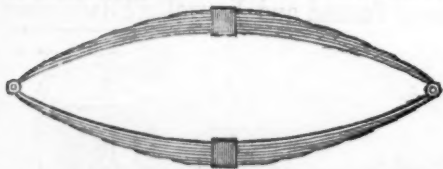
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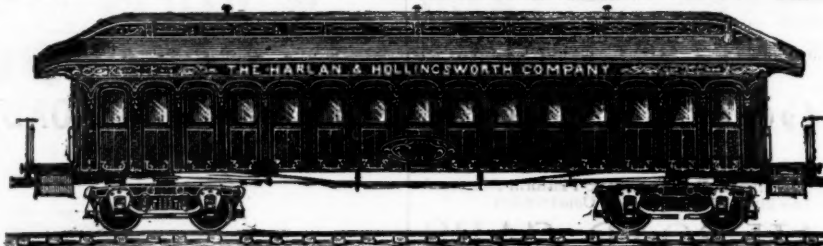
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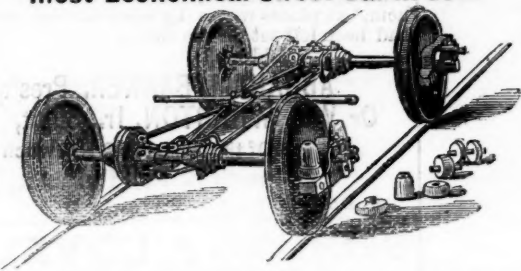
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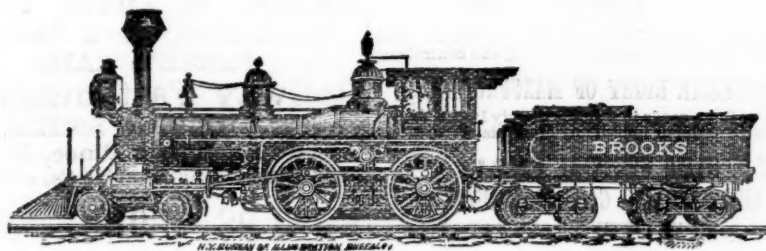
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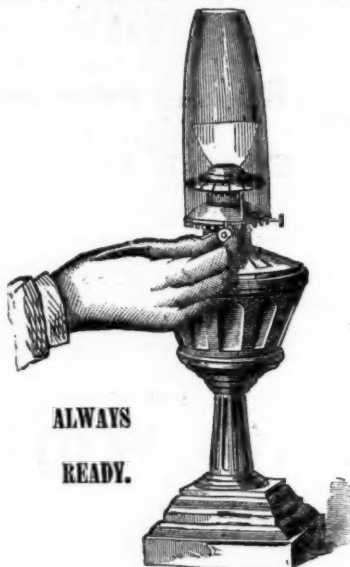
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